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in a typhoon but
fine glasses are
always a help to
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The Hongkong Telegraph.

TUESDAY, NOVEMBER 24, 1924. 日八初月十



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HOME RAILWAY DISASTER.

SERIOUS LANCASHIRE TRAIN SMASH.

London, November 3.
Twelve persons were killed and many injured through the derailment of the engine on the Liverpool-Blackpool express, between Warrington and Lytham.
The engine dived into a signal-box, which was completely turned round.

A TERRIBLE NIGHT SCENE.

The latest reports of the train smash indicate that there was difficulty in identifying the bodies as the night was very dark and though thousands of helpers and hundreds of motor cars rushed to the scene of the disaster.
Those killed include the driver, whose body it took some time to find, and also Capt. Charles Graeme, commander of the White Star liner "Bardic". Many were terribly injured. Many prominent Lancashire business men were involved. One man was decapitated and another was obliged to have a leg amputated.
The signal box was smashed to smithereens, the signalman being hurled into a brook below. He escaped injury. —*Reuter.*

WU'S INDISCIPLINED HORDES.

NEW MENACE TO THE COUNTRYSIDE.

Peking, November 3.
Before his departure from Tientsin, Wu Pei-fu handed over command to General Chang Feng-ling, who has since informed Feng Yu-hsiang that he does not intend to fight further.
Wu's departure leaves his large forces scattered, one division of which has looted a portion of Tientsin native city. Many of these troops will be roaming outlaws until the authorities provide their pay and transportation home. —*Reuter.*

President Resigns.

Peking, November 3.
President Tsao Kun has prepared his resignation and intends to send it to Parliament to-day.
President Tsao Kun has also completed a circular telegram announcing his resignation.
After resigning, Tsao Kun will leave the Presidential mansion and take up his abode in Li Yuan-hung's former private residence. —*Daily Bulletin.*

FOOTBALL COMPETITION.

THIRTY-THREE DIVIDE \$100.

Although there was a very large number of competitors in last week's football competition, none succeeded in sending in a correct forecast for the three matches selected. No fewer than 33 competitors gave the correct result of two out of the three matches played, and, in accordance with the rules of the competition, the prize of \$100.00 is divided among them, the individual share being \$3.00.

The following is the list of winners, to each of whom a "chopped" coupon has been posted, upon presentation of which at this office, the above named sum will be paid:—
T. Silva, E. W. Raitton, F. S. Nicholls, Andrew Wright, C. Gosano, A. S. Suffici, Miss L. Barretto, John Xavier, Tsai Chen, A. C. Joannillo, J. A. de Sousa, S. S. Fong, J. C. Assunthoy, S. K. Lam, L. V. Xavier, Manuel Pizar, Lo Ching, W. P. Leon, Miss K. Rumjahn, E. Abraham, L. D. Silva, B. S. Viera, K. C. Lako, Don Browne, J. E. Catlin, Tom Sutter, Ma Chiu Chong, O. Bentley, Miss F. M. Gomes, P. Wilson, J. Carver, L. M. Lopes, S. F. Shat.

CANTON RELIEF.

HONGKONG MERCHANTS' ATTITUDE.

A *Telegraph* representative who has been making enquiries to-day, learns that Chinese merchants in Hongkong are reluctant to furnish relief to the sufferers in the recent holocaust in Canton, without a guarantee that the supplies would reach the right quarter and not be interfered with by Chinese soldiers en route.

In view of the urgency of the matter, however, another meeting will be held at a near date to interest local merchants and obtain the necessary quorum to sanction any steps that may be decided upon.

THE IMBRIE MURDER.

TWO ACCUSED EXECUTED.

Tehran, Nov. 3.
Two men convicted of the murder of Mr. Imbrie, the American Consul, have been executed. —*Reuter.*

OUR VITAL STATISTICS.

THE RAVAGES OF CONSUMPTION.

According to the report of the Medical Officer of Health for 1923 just issued, the total population of the Colony up to the middle of last year was 681,800, an increase of 56,634 since the 1921 census was taken.
The report goes on to state that the Chinese population is liable to much fluctuation owing to variations in the political conditions in the neighbouring provinces of China.

There is always a great flow of people to and from Hongkong and Canton by rail and ships.

During 1923 the following numbers of passengers came and went between Hongkong and Chinese Territory by the Kowloon Canton Railway and the numerous river steamers:—Immigrants 799,512; Emigrants 828,287.

From the registration of births, the civil birth rate for the year is given as 7.39 per thousand, but the rate of 23.03 is given for the non-Chinese population, the big disparity being on account of the non-registration of so many Chinese births.

The civil death rate is given as 25.38 per thousand, an increase on the previous year, the purely Chinese death rate being 26.27 per thousand. It is interesting to note that the death rate is the highest yet recorded here. Respiratory diseases among the Chinese accounted for no fewer than 5,754 deaths, or 37.6 per cent of the total Chinese deaths, giving a rate of mortality in the Chinese population (excluding the New Territories) of 9.8 per 1,000. The deaths from all types of tubercular diseases last year numbered 2,071.

MALARIA.

The deaths from malaria were 674 (454 in 1922). Of these 7 were Non-Chinese (8 in 1922) and 667 Chinese. This number of deaths is a percentage of 4.33 of the total registered deaths. The deaths from malaria for this year show a considerable increase, their percentage of the total being the highest on record for at least ten years. To what at this means an increase in local infection it is not possible to say. That there has been such increase is however most probable. Building operations have extended urban districts into what were formerly purely rural districts and it has been quite impossible for anti-malarial measures of permanent character to be completed in anticipation of the building and occupation of new houses in rural districts.

BERI-BERI.

The deaths from this disease were 1,270 or a percentage of 8.17 of the total registered deaths. These total deaths exceed by over 50 per cent the highest number of deaths from this disease during the last ten years. It is impossible to say whether this increased incidence is all real and due to a lowered standard of living or is at any rate in part due to the presence of a much greater population than that estimated and therefore partly at least an apparent increase.

HOCKEY.

CLUB "A" TEAM V. NAVY "A"

The following will represent the Club at Happy Valley, on Wednesday at 5 p.m.—Club colours:—
J. H. Keane, J. Wedlake, C. F. Lloyd, D. S. Green, L. A. R. Duncan, H. H. Rose, W. H. Locke, H. G. Gardner, J. Kinross, J. C. Faers, A. Bower (Capt.).
The following will represent the H. K. H. C. 1st XI, against the 2nd/4th Bombay Grenadiers on Friday, at 4.45 p.m. sharp, at the U. S. R. C.—P. W. F. Mills, F. C. Manolo-Hughes, G. H. Pacey, D. L. Ralph, E. J. R. Mitchell (Capt.), Rev. E. W. L. Martin, D. H. F. Mc Master, G. B. Hall, W. J. Woodward, H. J. Armstrong and B. D. Evans.

RECKLESS DRIVER.

SMART FINE FOR KOWLOON BUSMAN.

At the Kowloon Magistracy this morning, before Mr. E. W. Hamilton, a bus driver, employed by the Kowloon Motor Bus Company, was charged with driving his bus recklessly in Nathan Road, on October 17th.

Sub Inspector Clark, who was a passenger in the bus, said that the vehicle was proceeding towards the Star Ferry. When about 50 yards from the Central British School, he told the conductor to stop in front of the school. There was a Kai Tack motor bus standing outside the school, but defendant's brakes were out of order and he had to swerve to avoid a collision. He turned to the left of the stationary bus and almost knocked down a Mr. Garraway and a lady who had just alighted from the other bus.

Mr. Garraway gave corroborative evidence.
Defendant admitted that he had to turn to the left to avoid a collision, but said there was not sufficient room on the right.
His Worship convicted and imposed a fine of \$30.

POLICE DESERTER.

WEI-HAI-WEI MAN SENTENCED.

Before Mr. J. A. Fraser at the Central Magistracy yesterday a Wei-hai-wei constable named Young Kim-man was charged with misconduct by deserting from the Force on October 11th. The defendant was charged on August 2nd, 1923 for a term of three years.

The Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police), prosecuting, said the defendant deserted with another Wei-hai-wei constable on the 11th. October. Both went to Shanghai and there proceeded to Wei-hai-wei by a B. and S. steamer.

In reply to the Magistrate, Mr. Wolfe said the defendant could have left by paying certain compensation. He did not wish to press for a heavy penalty in view of the extenuating circumstances. When he asked the defendant why he deserted he said he had been sick and wanted to return home. Mr. Wolfe said there was no doubt that the defendant had been sick. Some of the Wei-hai-wei men found the Hongkong climate unsuitable and a number of them contracted malaria and other kinds of sickness in the New Territory. The defendant had been in hospital no fewer than eight times this year.

Mr. Wolfe went on to say that the defendant's record was not absolutely unblemished. He lost his revolver on the 18th. August. At the time he was inclined to believe that there was some truth in the defendant's story and he let him off by his paying \$23. Curiously enough another man lost his revolver after this. This man was brought before the Magistrate and fined \$100. "I cannot help thinking now that the defendant got rid of his revolver for his own benefit," said the C.S.P.

Mr. Wolfe said the Wei-hai-wei men were all treated extremely well. He was prepared to take the defendant back and give him another chance, if his Worship inflicted a fine instead of imprisonment.

The Magistrate imposed a fine of \$50, or two months' hard labour.

At Mr. Wolfe's request the Magistrate asked the defendant if he would give an assurance that he would not desert again. The defendant replied that his health could not stand the Hongkong climate and he wished to return to Shanghai.

THE CHINA WAR.

WU PEI-FU'S RETREAT.

Tientsin, Nov. 3.—Wu Pei-fu left for Tangku early this morning, presumably in order to board a ship for the South. The Pei-hai front is completely broken up. —*Reuter.*

TYPHOID FEVER.

REPORT BY MEDICAL OFFICER.

In the annual report of the Medical Officer of Health for 1923, there is the following interesting reference to typhoid and paratyphoid fevers:—

The total cases of typhoid and paratyphoid is the highest recorded for the last ten years namely 302 cases; the next highest figure being 249 in the year 1918.

The estimated population (excluding that of the New Territories) for 1918 was 468,100 while for 1923 it was 597,300.

The factor of increase of population for 1923 on that of 1918 is thus 1.27. The factor of increase of the typhoid and paratyphoid cases for the same year is less namely 1.24.

There are many ways in which infection of these diseases may be acquired. In the first place it is noteworthy that the water-flush system of disposal of night soil is adopted in few buildings in the Colony. There are thousands of privies and commodes in the Colony in which night soil is exposed and which may be visited by flies. Fortunately flies are not in this Colony so plentiful as in some Eastern cities but they may undoubtedly be a factor in the contamination of food by typhoid bacilli.

The Chinese method of manuring vegetables with human excreta is also a possible source of infection. To what extent carriers of typhoid exist here is unknown.

An attempt was made several years ago to estimate the number of probable carriers by the examination of a few hundred Chinese employed in the preparation and handling of food, but by the time somewhat less than one hundred preliminary blood tests had been made the passive resistance of these employees caused the experiment to be abandoned.

Some few decades ago there prevailed in this Colony an opinion that Chinese, at any rate those of this Colony and the near Province of China, were generally immune to typhoid.

It is probable therefore that many cases of this disease and of paratyphoid were not diagnosed as such.

With the introduction of more careful pathological and bacteriological methods this opinion has been greatly modified.

The great increase of Chinese medical men trained in Western medicine has also probably been a factor in bringing to light the existence of much more typhoid amongst the Chinese than was formerly supposed.

Immunity is not absolute but relative and it may be that the Chinese do have generally a somewhat higher degree of immunity to typhoid than do Europeans. If this be so, the idea suggests itself that carriers may possibly be more common amongst the Chinese than Europeans.

During the earlier months of 1923 the Colony was suffering from a shortage of water and the supply to the greater part of the Chinese community was intermittent. The people were therefore compelled to store water. To do this they used a variety of old buckets, kerosene tins, jars, etc., which they brought to taps and street hydrants to be filled. Under these circumstances it is not surprising that more typhoid cases occurred than in previous years. There was however, nothing in the incidence of the disease to suggest that the water as supplied to people at house taps or street hydrants was the cause of the disease.

In the year 1902 a shortage of water was accompanied by a severe outbreak of cholera, another so-called water-borne disease, and until the time when it will be possible to give every portion of the Colony a full and constant supply of water throughout the year and consequently to prevent the storage of water in Chinese houses and its collection in pots etc. of doubtful cleanliness, there will be a risk of water-borne diseases prevailing during times of intermittent supply.

LOCAL DEVELOPMENT.

INTERESTING REPORT BY SANITARY DEPARTMENT.

In the annual report of the Head of the Sanitary Department (Mr. G. R. Sayer) for last year, the following interesting paragraphs appear regarding the Colony's development:—

"A noticeable feature of the year was the great activity in demolition of houses. The figures available show that 865 houses (or 2,264 floors) were demolished; this is 5 per cent of the total number of Chinese houses as given in last year's return. Against this 832 new houses (or 2,578 floors) have been completed during the year. Of these some 50 per cent. were erected on ground previously un-built on, the balance being re-erected. The result seems to be that owing to the delay that must occur between demolition and re-erection little benefit as regards housing accommodation had been gained during the year. There were, however, about 2,000 floors in course of erection in Kowloon on 31st December, 1923.

EXPANSION.

The year witnessed a further considerable expansion on both sides of the harbour. In Hongkong houses of European type are to be found scattered all along the South side of the island; a model settlement at Quarry Bay is replacing notorious slums and Whitfield has a strong claim to inclusion in the City limits.

In Kowloon familiar farm lots have been given over to the builders, and the Indian goat-holds of Austin Road and the watercress growers of Ho Mun Tin have been pushed further afield. Sham Shui Po now designates a modern town and Kowloon City shrinks behind a facade of brand-new tenements. The buffalo wallows of Kowloon Tong contract daily, a granite drain threatens to bridle the wandering streams of Kowloon Tsai. The frontiers of the town are being pushed forward and it is well to remember that in a tropical country new ground cannot be won except at a price. The price is recorded under the heading Malaria in the mortality return.

CEMETERIES.

The great increase in the number of the living brings with it a similar increase in the number of the dead. The death roll this year exceeds 15,000 as compared with an average of 10,000 for the previous decade. For the vast majority of these, burial space has had to be provided within the Colony. The dead of past years occupy some 200 acres and at the present rate alone an additional 15-20 acres is being absorbed each year. In default of any other space-saving device, a rigid system of exhumation appears to be the only solution. In certain cemeteries it has already become an absolute necessity, and it seems important that it should be adopted universally before it becomes so in the others.

NO SURRENDER.

JUDGMENT IN RENT CASE.

Judgment was given by Mr. Justice Gompertz this morning in the case in which Ko Hing-chong claimed \$500 damages for wrongful distress against Man So, a Chinese woman.

The case was one in which the defendant, originally the principal tenant of the first floor of 30, Cochrane Street, left plaintiff in charge of the premises to collect the rent, etc. Plaintiff claimed that defendant surrendered the principal tenancy to him.

Mr. C. A. S. Russ was for the plaintiff and Mr. R. E. A. Webster defended.

His Lordship held that when the defendant went into the country she made plaintiff her agent. She was always directly responsible to the real landlord for the rent and there was therefore never any surrender of the tenancy. His Lordship gave judgment for the defendant with costs.

LOCAL FOOTBALL.

LEAGUE TABLES TO DATE.

There were two big surprises in league football on Saturday, one, the defeat of Kowloon by the Tamar, and the second, most remarkable, the defeat of South China "A" in the Second Division by Club de Recreio "B". The Surveys now hold a clear lead in each division. South China "A" it will be noticed have yet to concede their first goal. The league tables to date follow:

DIVISION I.

	P.W.D.L.F.A.	Goals.
Surveys	4 4 0 0 12 1 8	
R. A.	7 4 0 3 12 16 8	
Police	6 2 2 2 6 9 6	
China "A"	3 2 1 0 8 0 5	
Club	4 2 0 2 12 7 4	
Tamar	5 1 1 3 2 6 3	
Kowloon	3 1 0 2 5 4 2	
China "B"	4 0 4 2 16 0	

DIVISION II.

	P.W.D.L.F.A.	Goals.
Surveys	4 4 0 0 8 2 8	
C. de R. "A"	4 3 0 1 21 2 6	
China "A"	4 3 0 1 11 5 6	
Kowloon	4 3 0 1 8 5 6	
Drums	4 2 0 2 11 7 4	
St. Jos. "A"	5 2 0 3 5 8 4	
Club	4 2 0 2 4 8 4	
University	4 1 1 2 5 7 3	
China "B"	4 1 1 2 4 6 3	
C. de R. "B"	5 1 1 3 5 17 3	
St. Jos. "B"	4 0 2 2 9 2 2	
Sacred H.	4 0 1 3 5 13 1	

AMERICAN DISASTER.

TRAIN COLLISION TAKES HEAVY TOLL.

Chicago, Nov. 3.
Ten were killed and 30 injured in a collision between a goods train and a crowded tramcar at a crossing over the railway track.

The passengers in the tramcar were a merry party returning from a masquerade. The victims were taken to the hospital and mortuary in their gaudy masquerade apparel.

The gateman has been arrested on a charge of not closing the gates to prevent the tramcar approaching. —*Reuter's American Service.*

OPIUM SMOKING.

INTERNATIONAL CONFERENCE MEETS.

Geneva, Nov. 3.
The international conference on the prevention of opium smoking in the Far East, summoned by the League of Nations, met to-day.

Hoer Van Watten, Netherlands, and Prince Chareon, Siam, were appointed president and vice-president, respectively.

All countries where opium smoking is practised were represented at to-day's proceedings, which were devoted to questions of procedure. The discussions will continue to-morrow. —*Reuter.*

GUN-RUNNING CASE.

ALL ACCUSED NOW IMPRISONED.

London, Nov. 3.
The accused man Firmin, convicted and fined in the sequel to the recent gun-running charge, has been arrested and conveyed to prison, making three men detained indeterminate, for not paying the very heavy penalties inflicted. —*Reuter.*

TO-DAY.

Closing Exchange 2s. 4. 15/16
Lighting Up-Time 5.44 p.m.
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Temperature 2 p.m. 75

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EARLIER TELEGRAMS.

MUNICIPAL ELECTIONS.

London, Nov. 3.

Municipal elections were held in three hundred boroughs of
England and Wales on Saturday. The chief feature was the deter-
mined labour attack, the number of labour candidates exceeding that
of either the Conservatives or Liberals. Results hitherto show a
large turnover of seats with a balance somewhat in favour of Labour.
The Conservatives improved their position slightly but the Liberals
lost heavily.

London, Nov. 3.

With the Labourites relegated to the limbo of a helpless minority
the newspapers are lengthily discussing the personnel and possi-
bilities of the new Government, in connection with which Mr. Bald-
win has an embarrassing task of arranging fifty-two governmental
appointments for which there are at least seventy-seven applicants.The Morning Post welcomes the era of a national policy of devel-
opment of Empire trade.The Times, remarking that the result of the election has silenced
talk of British decadence very common recently on the Continent,
says that a new and great opportunity is given to British statesman-
ship, and that the country is now in a position to look calmly ahead
while it recovered two of the most important assets of foreign policy
namely, time and confidence. Alluding to foreign problems as in
nowise simple, it refers to the growing unrest in the near middle
east and emphasises the need of developing an intelligent and clear-
ly British policy in regard to the remarkable developments in China.
—Reuter.

BURMAH UNREST.

Rangoon, Nov. 3.

Adesawuntha, a Buddhist monk and Nationalist, has been sen-
tenced to a year's imprisonment for a seditious speech made outside
the court during the trial of the Ottawapongyi case.—Reuter.

FRENCH SOCIALISTS TO SUPPORT GOVERNMENT

Paris, Nov. 3.

The National Council of the Socialist party while maintaining the
autonomy of the party unanimously passed a motion to support the
policy of the Government. They passed by a big majority a motion
favourable to voting the budget.—Havas.

SHANGHAI RACES.

THE ANNUAL MEETING.

The Shanghai annual race meet-
ing opened yesterday, when there
were ten events. The great fea-
ture of the day was the success of the
jockey, Mr. A. N. Dallas, who rode
no less than six winners, one of
them being in the Shanghai St.
Leger. He rode five successive
winners.Mr. Day was the most successful
owner, by having four firsts and
two seconds.We give the results of the ten
races through the courtesy of the
Hongkong Jockey Club.Royal Navy Cup and Subscrip-
tion Grubins Stakes. Three quarters
of a mile.

Mr. Brannan's Black Monday

Mr. White

Maddy A. C. Titheed

Messrs. M. H. L. Riverside

Boy

Time: 1 min. 34 sec.

The Maho Photo. Half a mile.

Mr. H. Morris's Dayfield

(Mr. Heard)

Mr. Day's Shenkond

(Mr. Dallas)

Messrs. Winsome and Hasty's

The Bitten (Mr. S. McBurn)

Time: 57.5 sec.

The Criterion Stakes. One Mile.

Messrs. Beulin and Spedman's

Zouave (Mr. Springfield)

Mr. J. M. D. S. Symphony

(Mr. Brand)

Mr. H. Morris's Brackenfield

(Mr. Heard)

Time: 2 min. 01.3.5 sec.

The Maiden Stakes. Three

quarters of a mile.

Mr. Alexander's Booran

(Mr. A. N. Dallas)

Messrs. Fay and Seth's Christ-

mas Battle (Mr. Heard)

Mr. Robson's The Young Bird

(Mr. Brand)

Time: 1 min. 30.2.5 sec.

The Fish War Stakes. 1 1/4 miles.

Mr. M. O. Springfield's Border-

land (Mr. A. N. Dallas)

Messrs. We-Two's Young Bill

(Mr. Springfield)

Mr. Robson's Harbin

(Mr. Brand)

Time: 3 min. 15 sec.

The Shanghai St. Leger. 1 1/2 miles.

Mr. Day's Bonnie Scotland

(Mr. A. N. Dallas)

Mr. Day's Theatreland

(Mr. Maitland)

Mr. Alexander's Altai

(Mr. Villa)

Time: 3 min. 52.3.5 sec.

The Eclipse Stakes. 1 1/4 miles.

Mr. Days Portland

(Mr. A. N. Dallas)

Mr. Robson's The Red Bird

(Mr. Brand)

Mr. Liddell's Brain Wave

(Mr. Springfield)

Time: 2 min. 45.4.5 sec.

The Autumn Cup. 1 1/4 miles.

Mr. Days' New Zealand

(Mr. A. N. Dallas)

Mr. H. White's Don Alphonso

(Mr. Heard)

Mr. A. N. White's White Knight

(Mr. Springfield)

Time: 2 min. 36.1.5 sec.

The Whangpoo Stakes. 1 1/4 miles.

Mr. Day's Diamondland

(Mr. A. N. Dallas)

Messrs. Winsome and Hasty's

The Nightingale (Mr. McBurn)

(Mr. Heard)

Mr. Kenyon's Jack Flint

(Mr. Brand)

Time: 3 min. 10.3.5 sec.

The Kalgan Plate. 1 Mile.

Capt. Robinson's Pauborg

(Mr. Heard)

Mr. Mogreki's Mustard

(Mr. Brand)

Mr. Robson's The Unsympathe-

tic Bird (Mr. Brand)

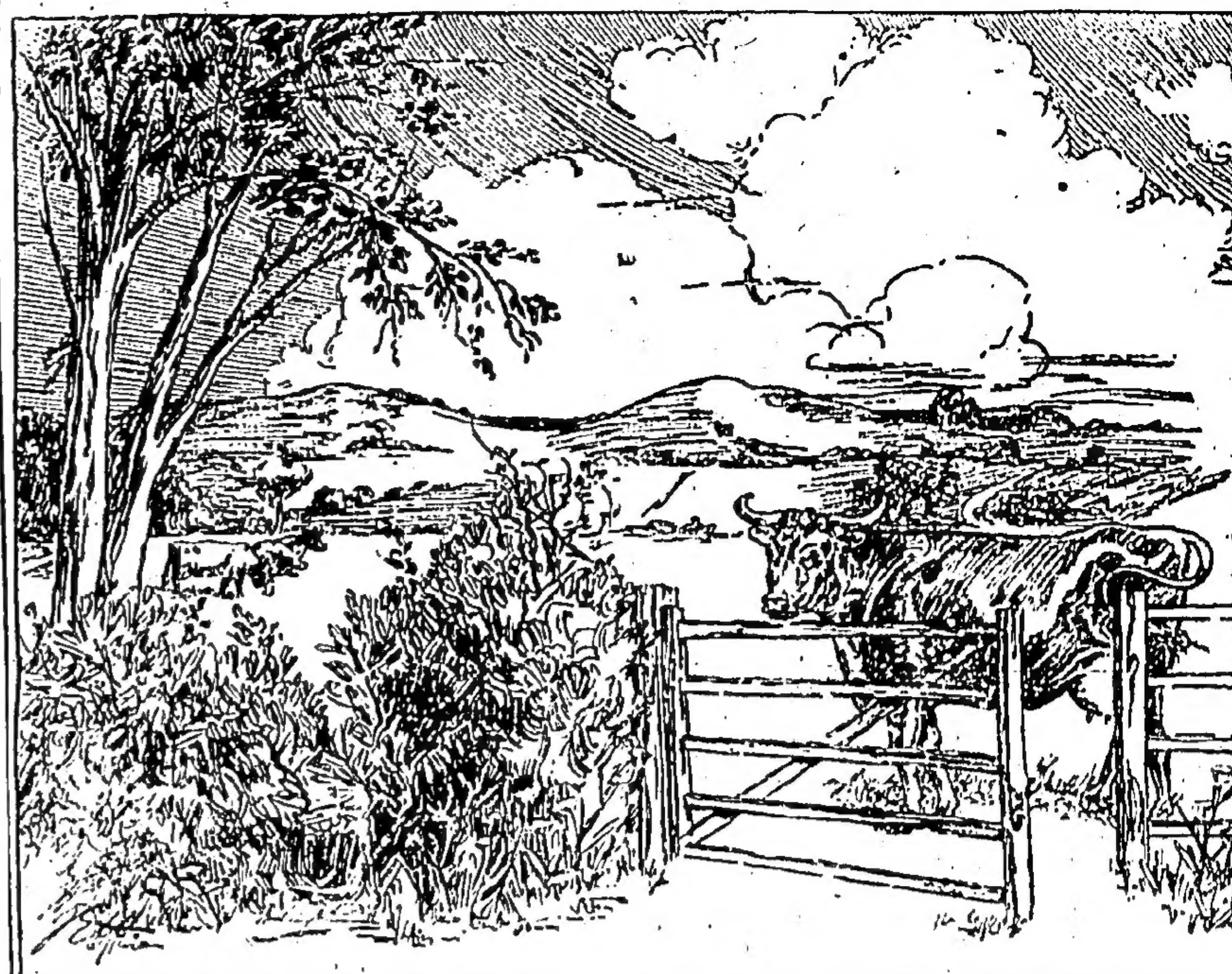
Time: 2 min. 14.4.5 sec.



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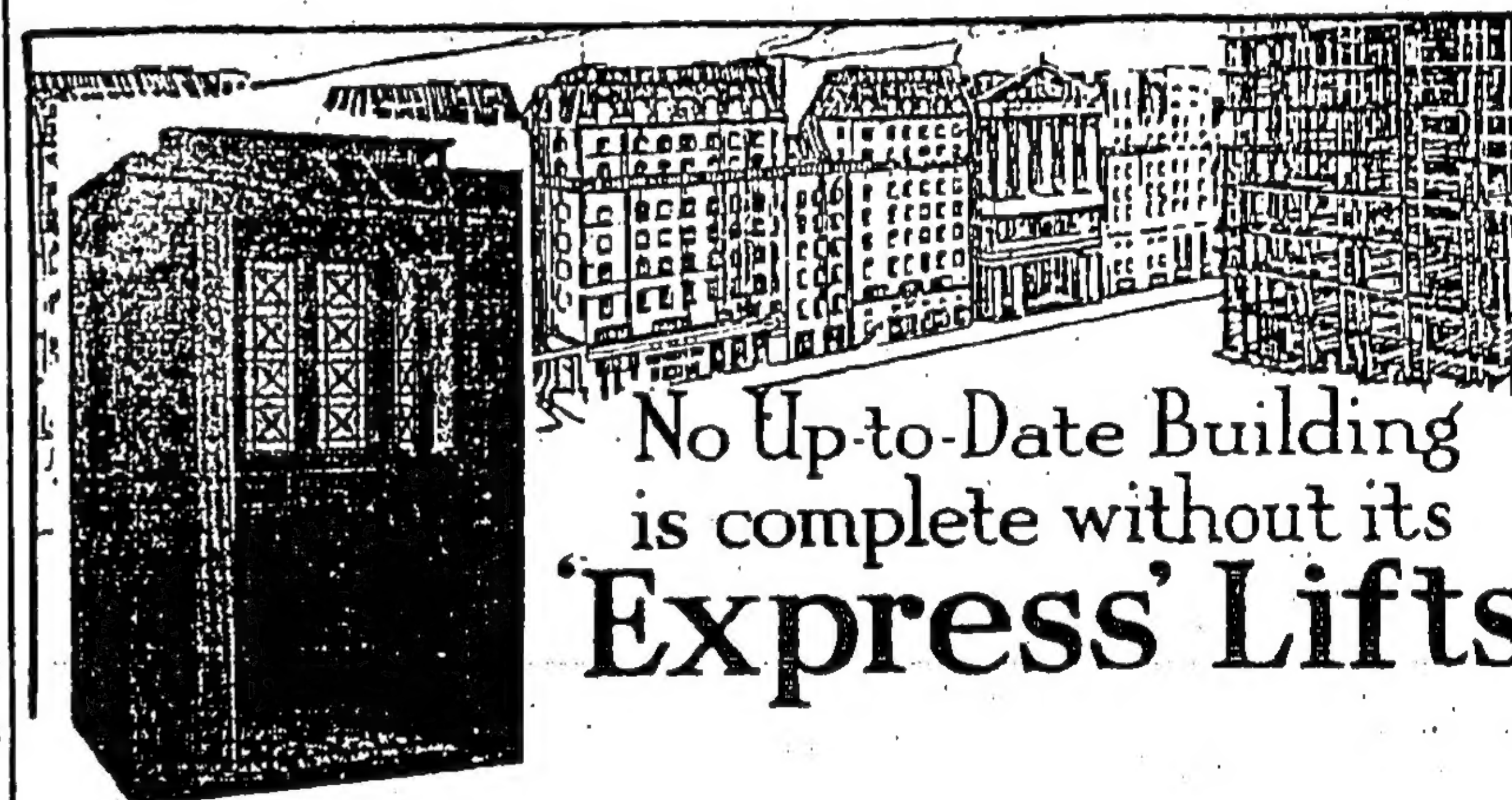
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FOOTBALL.

PORTUGUESE LEAGUE.

Playing on Sunday St. Louis went down by three goals to one to the Club Juvenile. In the first half both teams showed form, with St. Louis leading by one to nil. On resuming, the Juvenile Club showed their superiority by scoring no less than three goals. For the winners the scorers were L. Remedios (2) and A. Fustes, and for St. Louis, J. Montalto.

Next Sunday a good game should be witnessed between the Club de Recreio and the Kowloon Social.

YACHTING.

SATURDAY'S CHAMPIONSHIP RACES.

The championship races on Saturday produced some curious finishes. Outside in the harbour the wind was good and blowing from the E.S.E. at about force two and a half to three, but near the club house there was almost a dead calm. Thus, when within a few yards of the line, boats lay becalmed and unable to finish for some minutes. Some of the boats that had been leading and got becalmed passed over the line many minutes after some of the boats behind. One helmsman had a brilliant idea for finishing. He passed well outside the mark boat, keeping his wind, and then turned and crossed in the "big" direction and turning "had" sufficient way to car "or in the correct direction.

Drifting in together less than nine boats passed the line within a space of so seconds. Not unnaturally, with boats more or less out of control through loss of way and a strong ebb tide, there were several protests and in the One Design, Gael and Hayward Hays classes there will be no results available until these have been heard and rulings given.

The handicaps finished their race successfully and La Linda managed to beat Rolla. Rolla was over the line some seconds ahead of Mr. Shields boat, but she failed to save sufficient time. Diana took third place and Falcon was fourth. The start was at 2.40. The course was by way of Quarry Bay, Channel Rocks, Club line, Channel Rocks, Kowloon Rock and the finish at the Club. Results.

	He p on course	Corrected Finishing Time	Pts. Gained	Total Pts.
La Linda	(1) 1. 23 m.	4.43 17 8 12		
Rolla	(2) scr.	4.44 8 6 14		
Diana	(3) scr.	4.46 50 5 11		
Falcon	2. 46 m.	4.53 39 4 0		
Colleen	6. 11 m.	5.00 34 3 0		

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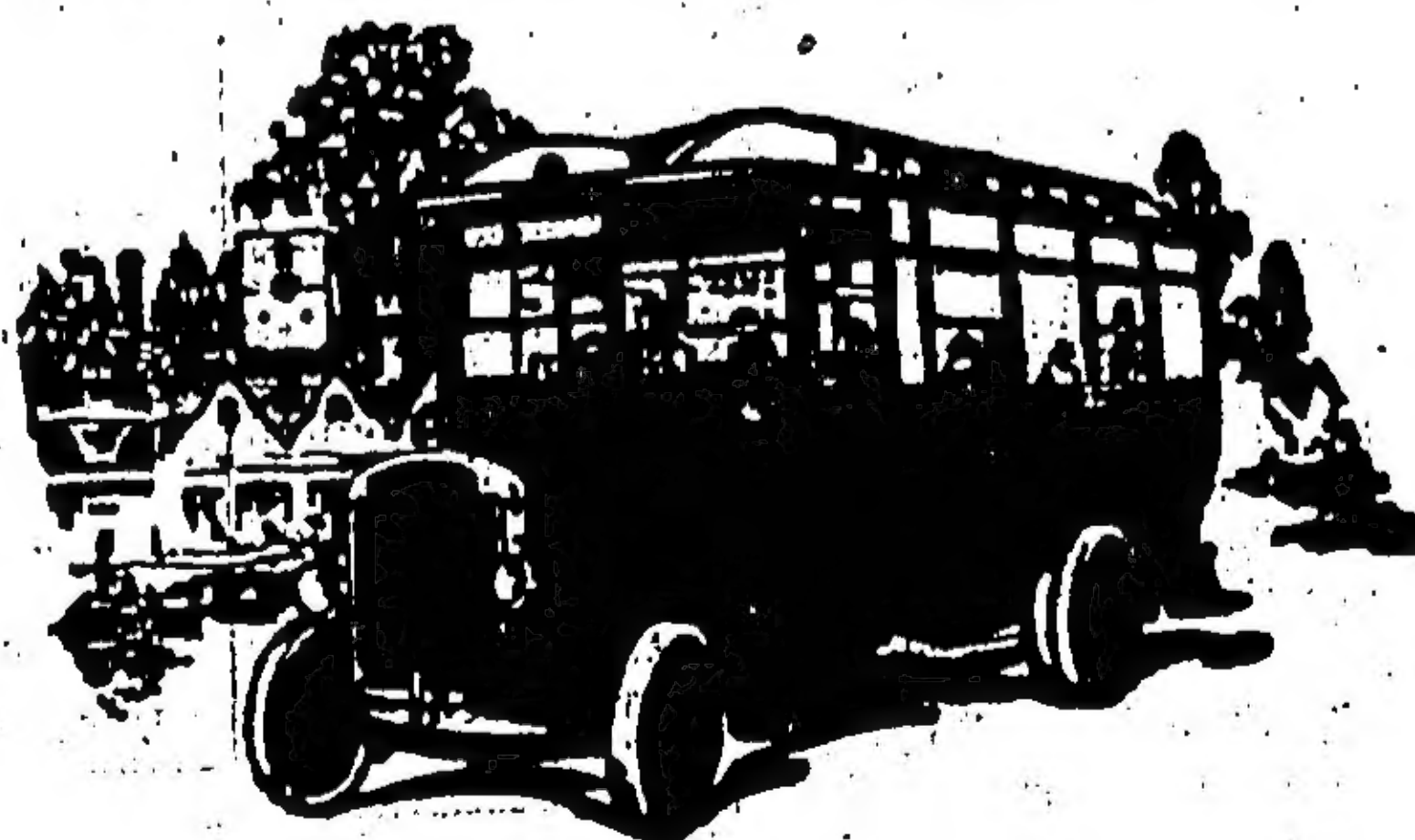
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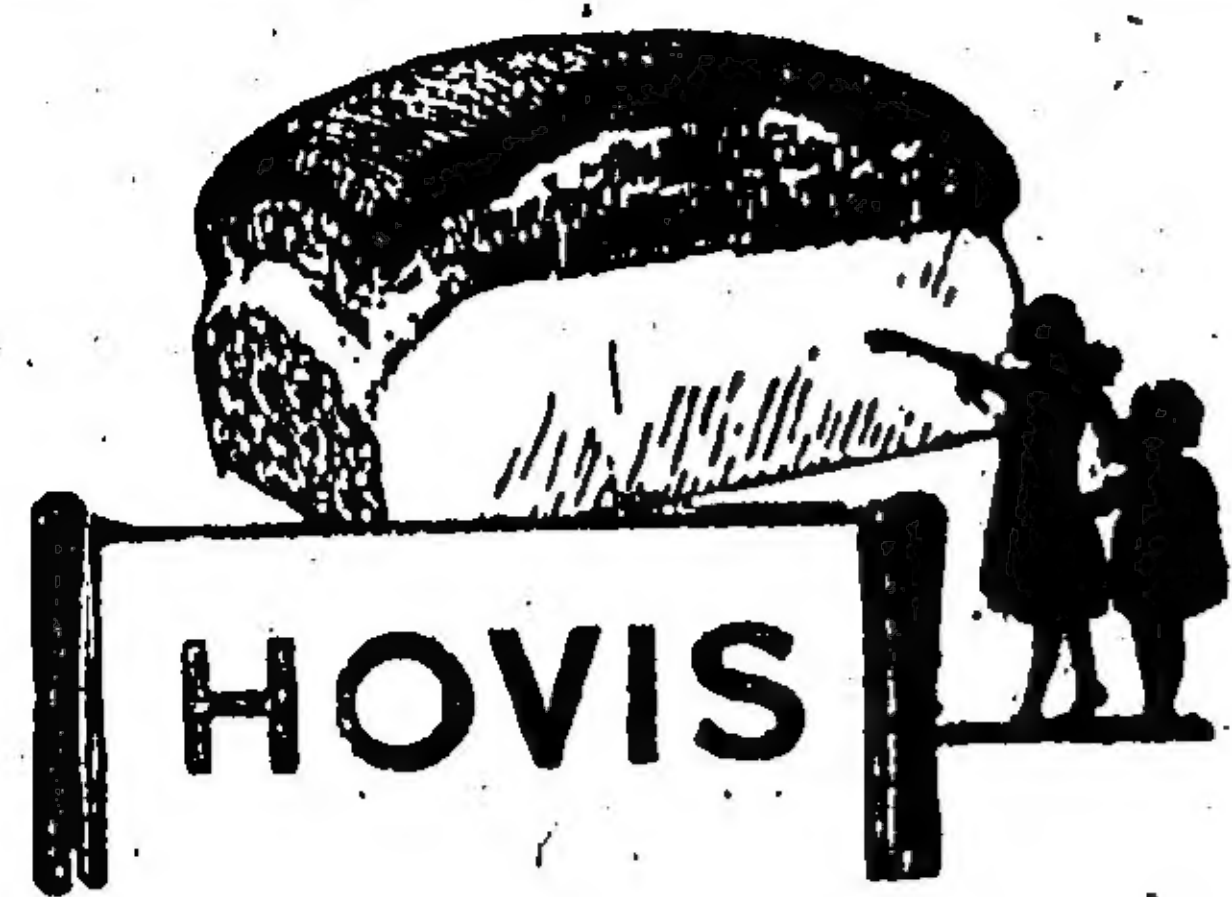
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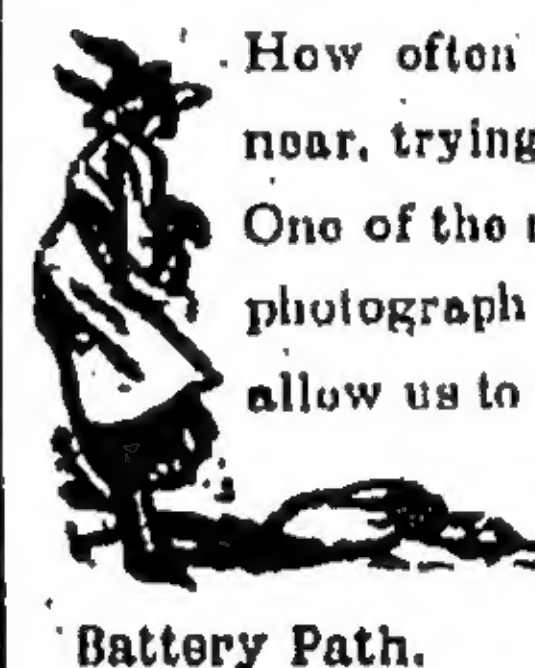
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The Telegraph.

HONGKONG, 4th Nov., 1924.

THE BUDGET DEBATE.

Without in any way wishing to belittle the speeches made by the Unofficial members of the Legislative Council in the course of the Budget debate yesterday afternoon, we think it can frankly be admitted that there was not a great deal said that was new. One and all were agreed that His Excellency's speech of a fortnight ago was a clear and lucid one and that his outline of the future financial policy this Colony should pursue was sound. There was far more criticism of detail than broad constructive suggestion, though we imagine that Unofficials are just as much handicapped regarding the latter as are the general public. Even the criticisms offered were more or less confined to what might be termed old subjects, and the Government can, we think, rightly take unto itself credit for budgeting on what appears to be popular lines.

We welcome the unofficial suggestion that ricksha and chair fares should be revised, for it will possibly be remembered by our readers that we advocated such a step some little time ago. The present minimum fares are much too low and are often taken advantage of by people who, if they are not prepared to pay more, ought to be made to walk. With regard to the water supply from Pokfulam reservoir, so strongly referred to by both European and Chinese Unofficials, the remedying of this state of affairs will necessarily take some time, but it is to be hoped that the Water Authority will do its level best to remove the present causes for complaint. Together with the Hon. Mr. P. H. Holyoak we should like to pay a tribute to the Matron and Nursing Staff of the Government Civil Hospital, who work under trying conditions. Mr. Holyoak might have added that an increase in the nursing staff is necessary so that sisters and nurses will be assured, at least, of one day's rest in seven. It is well known that for some months past there have been practically no days off for any of the sisters on account of extra work and inadequate staff, and such a state of affairs should not be allowed to continue. A week-day's rest is just as essential for nurses as for anyone else—in fact more so. There will also be very general agreement with the

Hon. Mr. Holyoak when he suggests that the Colony is under-garrisoned, having regard to the chaotic conditions in China, and that some of our growing military contribution should be credited here to the reconditioning of the military establishments on the Kowloon side. It is estimated that next year we shall pay over three-and-three-quarter millions in military contribution, and it is only reasonable to suggest that some of it be spent here in reconditioning.

Perhaps the most novel suggestion of all was made by the Hon. Mr. H. W. Bird, this being that the greater part of the work of the Public Works Department be taken over by a Municipal Council, similar to that which exists in the Straits Settlements. Mr. Bird frankly admitted that it was a big departure to propose, and we were not surprised to see that His Excellency the Governor gave the idea very severe criticism in the course of his reply to the discussion. Provided our Public Works Department is conducted with reasonable efficiency we see nothing wrong with its constitution.

Classic Music.

One had only to note the appreciative audiences at the concerts given by Zimbalist, then Miss Dallas Fraser, and finally observe the crowds of enthusiastic people who are attending the Italian Grand Opera Company's performances, to realise that there is a large number of musical enthusiasts in the Colony. Previous attendances at concerts by famous musicians had led to the impression that the majority of residents of this place were not above the "Yes we have no bananas" standard of appreciation, but possibly there has been a change for the better. Early last year there were crowded "houses" for a whole fortnight when the Williamson Company, with the late Charles Workman in the leading roles, gave a Gilbert and Sullivan revival, but in that case it was musical comedy, old favourites, and, however tuneful, it was not classical stuff. Godovsky and others came, and saw, and failed to conquer, and vowed not to perform here again. The Italian operas on previous occasions, however, formed something of an exception, but we do not think they have been so appreciated as now. The greater number of persons who go to hear the operas are unfamiliar with the language in which they are performed, and yet go again and again to familiar pieces, for the sheer pleasure of the music. In addition to the fine acting, the tunes are grand, and the singing is splendid, but it needs a proper understanding of classical melody to obtain full pleasure from these operas. We were reading the other day of the opinion, expressed by a competent observer, that the general public in all countries was becoming satiated with the shoddy stuff that goes by the name of music nowadays and is turned out like sausages from a machine. There is a distinct reaction in favour of the compositions of those worthy to be termed musicians. We trust that this new understanding is spreading in Hongkong, and that the "latest" crazes will be assigned their proper place of inferiority to the old works of which some of them are barefaced piracies. From recent observations we are inclined to think that the reaction has already set in here.

Outside the Pale.

It is a surprise to us how the Soviet Government can hope to curry favour with the important nations when it continually takes up an attitude of aloofness and slings insults indiscriminately at the heads of the countries which are trying to make a rapprochement easier. The latest instance is in connection with the conference being held at Geneva this month for the international limitation of the drug traffic, at which all the Governments of the world who are really interested in the suppression of the drug evil will be represented. An invitation has been sent to the Soviet, and the reply has not only been refused to participate, but the added accusation that the Powers concerned are thinking of promoting their own interests rather

DAY BY DAY.

IF YOU TEACH A MAN TO KEEP HIS EYES UPON WHAT OTHERS THINK OF HIM, HE MAY BE A DOUBTLE CITIZEN; HE WILL NEVER BE A MAN.—R. L. Stevenson.

There was one case of typhoid and one case of puerperal fever reported yesterday, both sufferers being Chinese.

There was one imported case of typhoid fever (Australian) and one case of rabies (Chinese) reported over the week-end.

After a strenuous and quite enjoyable game, the Rest of Defence Corps defeated the Mounted Infantry in their "rugger" fixture on Saturday by 8 points (a goal and a try) to nil.

"The Life of a Disciple" will be the subject of this week's Public Lecture of the Hongkong Lodge of The Theosophical Society, 16, Queen's Road Central, on Wednesday November 5th, at 5.45 p.m. All are welcome.—Advt.

The house-cleaning returns for 1923, show that 106,979 houses in Hongkong and 43,959 in Kowloon were cleaned by the Sanitary Department. Lime washing was also done in 22,936 houses in Hongkong and 7,417 houses in Kowloon.

A. E. Clare, a student of H. M. S. Tania, has reported to the Police that he was robbed by a Chinese, in Battery Path, near St. John's Cathedral, last night. A sum of \$50 and some private papers were contained in a leather wallet, which was stolen.

People in the harbour vicinity this morning were treated to the first free flying exhibition by one of the seaplanes from the Pegasus. The machine rose at 8.45, flying very steadily towards Lyman, and before nine o'clock was lost to view behind the clouds.

Yeung Ping, 18, was knocked down yesterday in Queen's Road, near its junction with Murray Road, by a motor cycle driven by Mr. King of the Public Works Department. He sustained a bruise in the right side and was taken to the Government Civil Hospital.

Much attention was attracted in the city this morning by the 1st Batt. East Surrey Regiment which held a route march through the principal streets. The Battalion, which turned out at practically full strength, presented a very smart appearance.

An accident, occurring on the Praya East yesterday, when a coolie was knocked down by a motorcar, resulted in the removal of the victim to hospital suffering from injuries to his left leg. It is stated that the accident happened as a result of the man's anxiety to board a train car. Oblivious of the approach of the motorcar he rushed across the road from the verandah, and was knocked down.

For stealing a number of brass condenser ferrules, a Chinese coolie employed by the Kowloon Dock Co. was sentenced to fourteen days' hard labour by Mr. E. W. Hamilton at the Kowloon Magistracy this morning. In view of the man's long service, of nearly ten years, at the docks, and his clear record, his Worship said that he would impose the above sentence, and not one of six weeks, as would otherwise have been the case.

than organising a practical campaign against the abuse of narcotics. Such an absurd charge has never been thought of before, and we fancy it will be difficult even for the friends of the Russian Soviet in China to justify this deliberate refusal to join in the attempt to rid the world of one of the greatest curses of humanity, and, incidentally, one of the evils fostered by a debased form of capitalism. Without unanimity and a genuine co-operative effort, there can be small hope of real success, so the result of Russia standing out will mean that the traffic can still flourish in a large portion of what is known as the civilised world. This would mean that the Soviet could do as it liked with the drug trade in a part of the Far East—and, who knows, that factor might be at the bottom of the refusal to participate in the Geneva discussions.

GOVERNMENT WORKS.

INTERESTING QUARTERLY REPORTS.

Among the papers laid on the table at yesterday's Council meeting, were the following reports by the Director of Public Works:—

QUEEN'S PIER.

The progress with this contract is unsatisfactory. The contractors do not appear to be making any serious effort to carry out their obligations under the contract in a business like manner, and their assurances, given from time to time, to expedite the work have never been fulfilled.

The date of completion of the contract was 30th June; however, in view of alleged difficulties the contractors have had to contend with in regard to the stone masons—but from the responsibility for which the contractors cannot be entirely absolved—an extension of time without penalty was granted until 4th October, on the contractors assurance that the work would be completely finished by the latter date.

A slight improvement—though still slow—was shown in carrying out the works, during the months of July and August, but even this rate of progress was not maintained during the month of September, and work was completely suspended from 19th to 22nd inclusive.

Work on the fixing of the tiles to the roof of the pier was also suspended from 1st to 7th August while, at various times, difficulties have been experienced in obtaining and delivering granite from the quarry.

Enquiries have been made into the causes of these delays, and from information obtained, it would appear that in all cases the contractors have failed to fulfil their assurances in regard to financial matters.

There has been no delay in providing drawings from this office, as they had been completed before tenders were invited, while copies of each were handed to the contractors at the time the contract was signed on 22nd March, 1923.

During the period of testing the foundations by Mr. Duncan's office, the contractors had eight months to prepare stone at the quarry, and have had nine months since commencing actual building operations on the site—a period of seventeen months which is more than reasonable for carrying out a contract of this type.

The work at present is not quite completed up to the level of the crown of the arches, and the value of the work done to date is approximately equal to half the value of the total contract.

The question of cancelling this contract has been carefully considered and though another contractor would probably carry out the work with more expedition, there would be a suspension of the work during the period required to adjust the prices and fix up a new contract, and as these negotiations might be of a protracted nature the final date of completion would probably be later than by continuing under the present conditions, assuming that the present rate of progress although slow be maintained.

FIRE STATION BUILDING.

Tenders for the erection of the superstructure were invited on 11th July, to be submitted by 28th July.

The tenders were checked, the necessary contract documents prepared and a contract was entered into on 25th August with Messrs. Troilope and Collis (Far East) Ltd., amounting to \$855,898.26.

Building operations cannot be commenced immediately on a contract of this magnitude, as the contractors require a reasonable time to arrange for materials and plant.

Satisfactory progress has been made and plant, consisting of concrete mixers, elevators and cranes have been delivered, while consignments of materials—broken stone, sand, cement, bricks and timber have been deposited on the site.

The levels and setting out of the building have been checked and work is proceeding on the assembling and erection of the plant, and on the fixing of the wood casing for the concreting to the stanchions.

BONHAM ROAD SCHOOL.

The contract for the above building was signed on the 11th of April last and until recently the work has been seriously delayed by the difficulty of obtaining facing bricks in sufficient quantities. Within the limits which this difficulty

INCORRECT PLANS.

TO BEGIN ALL OVER AGAIN?

That the outside walls were not party walls and that the part of the rear wall which was not to be pulled down was primarily a retaining wall, were the main points of a claim for possession heard before Sir Henry Gollan sitting in Summary Jurisdiction this morning.

The plaintiffs were Young Pak-lan and U Kwoong-ming, the landlords of Nos. 138, 140 and 142 Hollywood Road, and were represented by Mr. T. A. Wadeson.

Mr. C. A. S. Russ appeared for the tenants. Mr. Wadeson said that the walls on the outside of the three houses were not party walls. The end houses had walls of their own and those were to be pulled down. The back of the houses faced on a street called Square Street and the ground floor was several feet below the level of that street. The wall was primarily built to support Square Street. Mr. Dyer Ball had held that the landlords had no right to pull down a wall which was built for the purpose of preventing a street from falling into the back kitchen.

Mr. O. B. Raven, architect, was called in support and he said that the whole of the house on the site was to be pulled down and re-erected.

Cross-examined, Mr. Raven admitted that the plan submitted to the Building Authority showed certain particulars which were not intended. A part of a wall marked to be left standing was intended to be pulled down and left down.

Mr. Russ submitted that the certificate was obtained on a plan which might not have obtained the approval of the Building Authority. If the landlords were to obtain possession they must start over again. They must submit a new plan, obtain a new certificate and issue a new notice to quit.

Mr. Wadeson said that the latter defence had been sprung on him but he thought that inasmuch as he stated the exact nature of the reconstruction and had obtained a certificate his rights had accrued.

Judgment was reserved.

SUN YAT-SEN DEPARTING.

TO CONFER WITH NORTHERN LEADERS.

In compliance with urgent demands for his presence in the North, says the Canton Gazette, President Sun has decided to leave Canton in a few days to confer with the leaders of the movement to restore peace and reunite the country.

It is known that Marshals Tuan Chi-jui and Chang Teo-lin are anxious to meet President Sun and discuss with him plans for the settlement of the country's difficulties. It is the intention of President Sun to call a National Conference to be attended by representatives of all classes and sections of the country, to arrive at a settlement which shall be satisfactory and acceptable in the people's interest.

enforced the contractor has made every effort by the erection of workshops, preparation of frames and joinery, etc. to carry on with the work. Orders were placed for facing bricks with manufacturers in Canton and Amoy and although regular delivery in sufficient quantities was promised to the contractor small consignments only of from 5,000 to 10,000 were delivered at long intervals, and during the first five months of the contract time a total of about 40,000 only were delivered out of 600,000 required. It was clearly impossible to rely on these sources of supply any longer.

Early in September enquiries were made and samples obtained by the Architectural Office from local agents for the supply of Formosa bricks and the contractor entered into a contract with the Mitsui Bussan Kaisha for the supply of 600,000 facing bricks. The first half of this quantity was delivered on the 22nd September, the bricks were of good quality and colour and well packed in straw, and the balance will be delivered when required at one month's notice. The contractor immediately placed a large staff of bricklayers on the work and already considerable progress has been made. The next three months should produce a complete change in the building.

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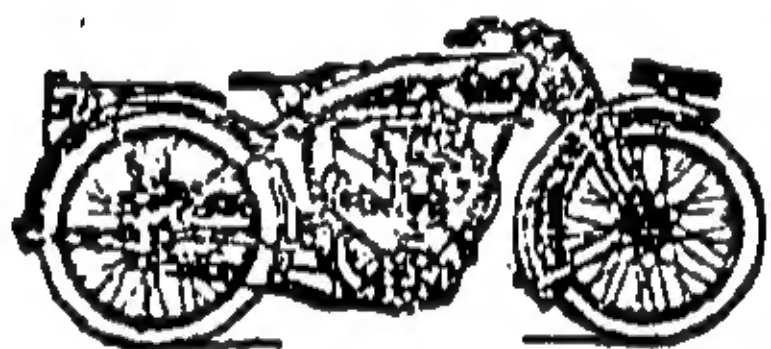
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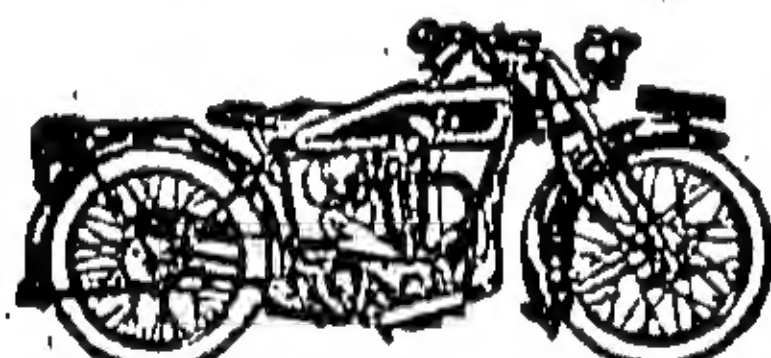
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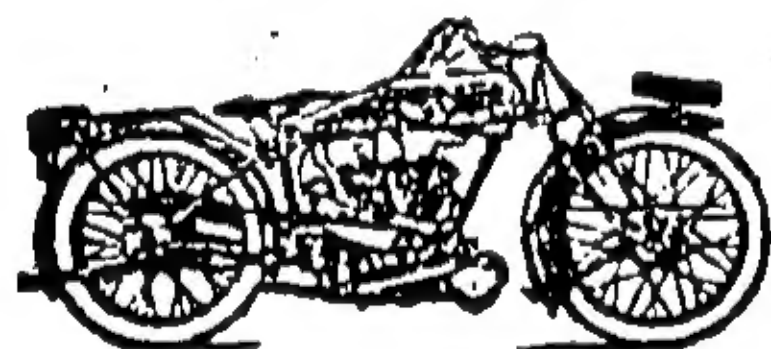
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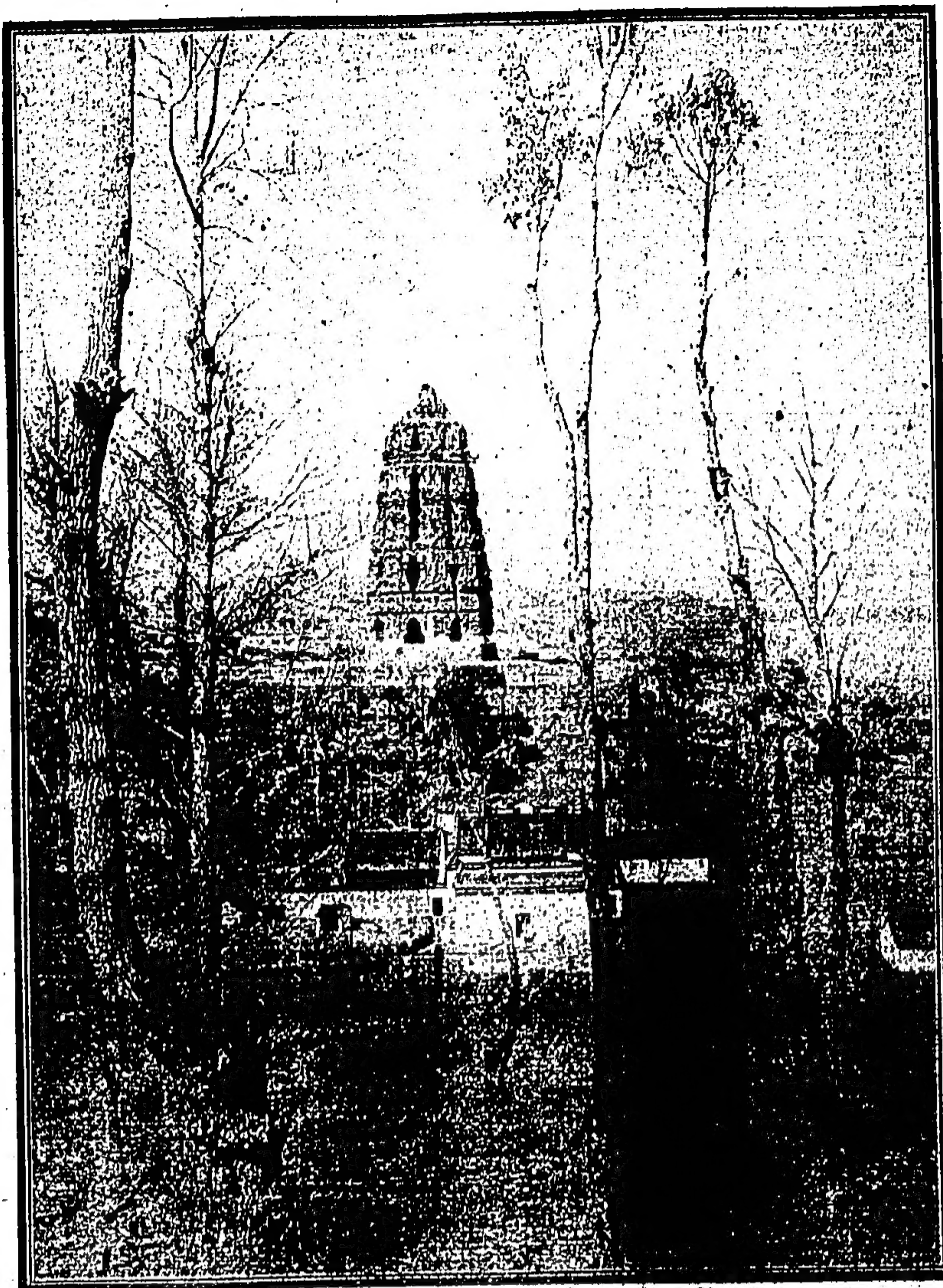
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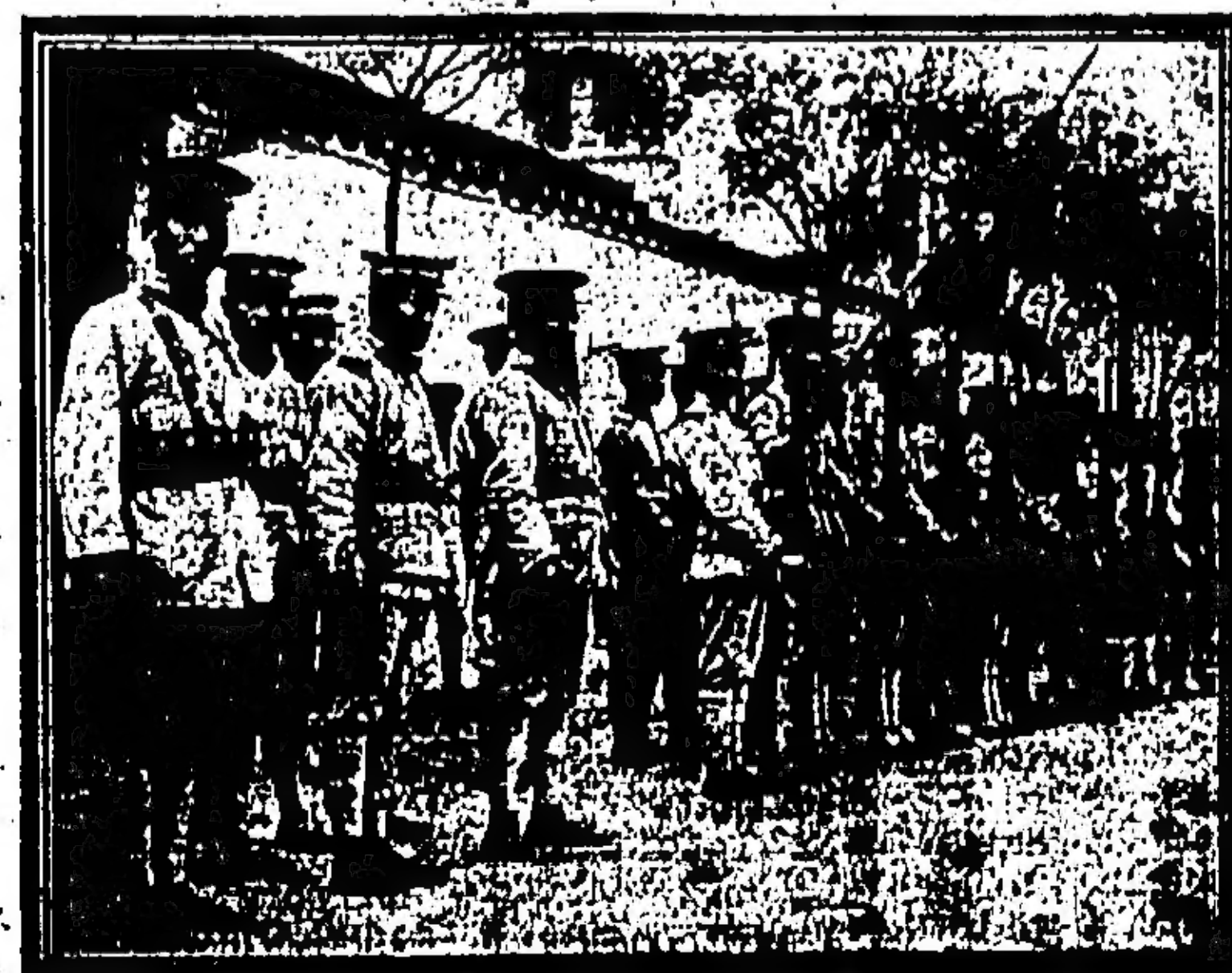
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Thunder Peak Pagoda, one of the oldest pagodas in Hangchow, occupying a mound overlooking
West Lake, collapsed on September 25, creating great consternation among the superstitious natives. The
pagoda had stood for over a thousand years, and its collapse is considered an evil omen by the Chinese.



The League of Nations in session at Geneva, Ramsay Mac-
Donald, Lord Parmoor and Arthur Henderson, the British dele-
gation are in the second row to the left of the picture.



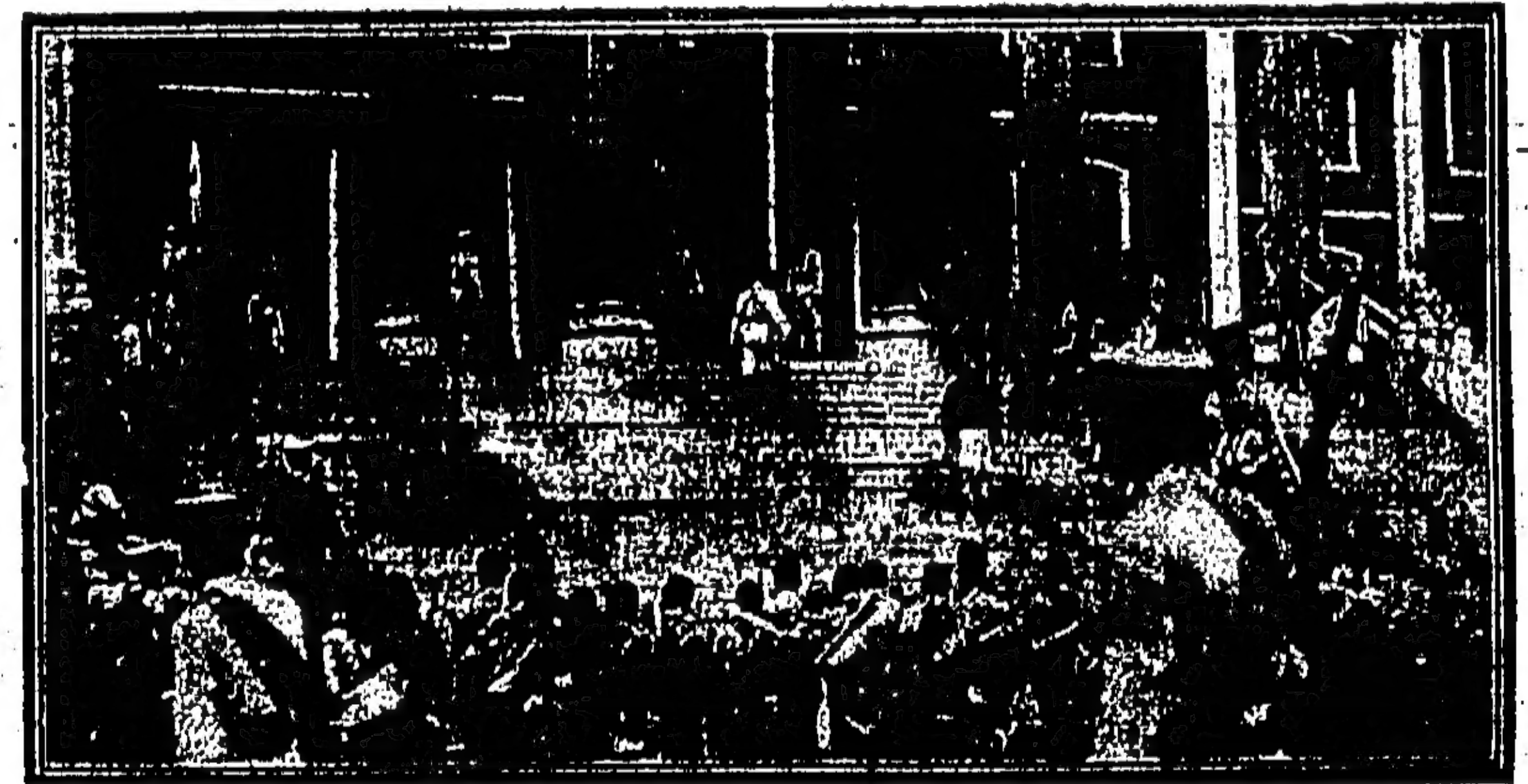
A brigade of Hupeh troops occupied Shanghai for General Chi
Hsieh-yuan and formally took over Kiangnan Arsenal and Lungwa
yamen. Picture shows a body of these men on parade outside the
yamen.



Top picture shows a varied group of defenders, foreign police,
Chinese police and a guard of Volunteers. Bottom picture shows
some of the 20,000 Chekiang soldiers which gathered around Shang-
hai, the remnants of the Chekiang armies which retreated from the
battle fronts after the flight of General Lu Yung-hsiang.



Germany still has a navy. Though she surrendered a good
many of her ships to the allies after the armistice, she still has quite
a few left. Here are some of her battleships and cruisers at anchor
in the bay of Swinemunde.



Hundreds of troops, mostly from his own Fukien regiments, guarded the headquarters of General
Sun Chung-fang, which were at the Commercial School, Lokyapang, in the native city of Shanghai.
This picture gives an idea of the extreme measures of precaution taken to protect the new Inspecting
Commissioner.



This picture was taken at the Great Western Road Refugee Camp, Shanghai, where hundreds of
Chinese are sheltered and supported by various Chinese Guilds. In spite of the overcrowding and lack of
many comforts, the refugees were very thankful for the shelter and assistance they received.

BUDGET DEBATE.

YESTERDAY'S FULL DRESS DISCUSSION.

Yesterday afternoon's meeting of the Legislative Council, at which a full dress debate took place on the Colony's Budget for next year, lasted for nearly three hours. Yesterday we gave the speeches, delivered by the Hon. Mr. P. H. Holyoak, the Hon. Mr. Chou Shou-son and the Hon. Mr. H. W. Bird, whilst appended will be found the remainder of the interesting discussion.

Sir Henry Pollock.

Sir Henry Pollock: Sir, I have had the privilege of reading the speech which my honourable friend representing the Chamber of Commerce has just given to the Council. I may say that I agree entirely with what has fallen from him. I shall, in the remarks I have to make, break into new matter, which he has not already dealt with, and naturally, Sir, in looking for matters for comment and criticism we must in the first instance look to Public Works Extraordinary. The first item which I wish to refer to is with regard to the new Fire Brigade Station. The original estimate is stated to have been \$1,110,000, the revised estimate for 1924 is \$300,000, the revised estimate of expenditure for 1924 is \$100,000, and the estimate of expenditure for 1925, \$600,000. In connection with this work, which has hung fire for some time, there has been laid upon the table of the Council just now a paper, No. 11 of 1924, with reference to the Fire Station, but I must confess that that paper does not seem to me to be sufficiently explanatory of the position. That paper refers to a contract which was made for some work on the 11th July this year. It does not in any way explain what was being done last year. It does not explain who put in that original estimate for the Fire Brigade Station of \$1,110,000 and it does not explain who it was or under what Director the sum of \$100,000 was expected this year. In fact it leaves a good deal to be imagined by this Council. I should like to know what happened with regard to the previous contract and why it is that nothing was done as regards inviting tenders for this work until July of this year. I assume that there has been an original estimate and a revised estimate, and that the original estimate was given by one party and the revised by another, but as I say, Sir, even with the explanation on the paper we have before the Council to-day, it does not seem to me that what has happened is sufficiently explained. No doubt the Government will be able to explain matters further.

A Suggestion.

His Excellency: Might I suggest to the hon. member that it would perhaps be more convenient if he dealt with individual points when the Bill comes before the Committee and when we can explain more fully.

Sir Henry Pollock: Yes, Sir. There are a number of items in Public Works Extraordinary that I wish to refer to, but I will follow your Excellency's intimation and will now deal with matters not relating to special items in the Estimates.

With reference, Sir, to the question of typhoid, I have spoken a good deal with my honourable friend who represents the Chamber of Commerce on the matter of rapid mechanical filtration, and I would certainly very strongly urge that such mechanical filtration should be put into operation at the earliest possible moment. In connection with the possible question of pollution of the water, I would draw attention to the fact that there are a great number of buildings operations going on in different parts of the Colony, and it certainly seems to me—and the point has been represented to me by others—that not nearly sufficient attention is paid to the matter of latrine accommodation for the coolies employed on these different works. I think, Sir, with regard to the Pokfulam reservoir, that it is not unreasonable to suppose that some of the contamination, which I understand has been ascribed to the past summer, has been due to the fact that coolies have been at work on the new motor road between the Old Homestead and the Peak Hospital. In mentioning this point, I should also like to suggest, in regard to the many catchwaters being constructed in this Colony,

that it is very essential that steps be taken to see that the catchwaters of the coolies, and particularly their latrines, should be below the catchwaters on which they are working and not above them. I do not know whether that point has received attention in the past, but I hope it will receive attention in the future.

Malaria.

Another point of general interest is the question of malaria. As you are well aware, Sir, the number of cases in the Colony in the year 1923 was in excess of those in 1922, and although it has been suggested that to a certain extent it is due to the importation of the Chinese regiment from Weihai-wei, I do not think that that explanation by any means covers the facts of the case. I think that those of us who live on the Peak are well aware that the prevalence of mosquitoes around Mount Kellett, especially on the south and west sides, is still very great, and we submit that the Government should take more drastic measures than they have already done with a view to exterminating mosquitoes in that district. Coming to the north side of the hill, there are nullahs under the Peak tram lines that certainly require to be drained in the interests of public health.

Now, crossing the harbour to Kowloon foothills, we have an instance where there is a great risk of fever, and I have no hesitation in particularly mentioning this district because of the fact that enormous developments have been going on there at the foot of the hills.

We have the new Kowloon Hospital not far off from the old road which in the old days divided our territories from those of China, and we have also the Kowloon Tong scheme for housing a number of people of all races. We have big building developments at Sham Shui Po, and also big developments in the neighbourhood of Kowloon City.

Government's Responsibilities.

Well, Sir, there can be no doubt that in the interests of all these various classes and races it is imperative that the Government should take drastic steps to exterminate as far as possible the anopheles mosquito, which, I have been assured by Dr. Woodman, largely in the service of this Colony, abounds in various pools along that line of foothills. I lay special emphasis upon this point because it does not seem to me that we have got any particular department in this Colony which takes upon itself this question of dealing with malaria or other mosquitoes. I think the Government should recognise that it is their responsibility to make steps to see that pools or running water, where anopheles are likely to breed, should be effectively dealt with, either by putting oil over them or by nullahs or by such measures as the M. O. H. recommends for efficiently dealing with the evil.

I notice, Sir, in the P.C.M.O.'s report for last year, that a number of young children were admitted to the Victorian Hospital suffering from a form of malarial fever. I think generally there is great risk that unless the Government take strong measures for the checking of malaria we shall find it constantly on the increase in the Colony.

P.W.D. Staff.

I am very glad indeed to see, Sir, that the Government have been very courageous in this Budget in regard to the increase of the staff of the P. W. D. In this Council for more years past than I care to remember, I have constantly been urging upon the Government that public works could not be speedily or efficiently carried out without an increase of staff, but until this Budget was produced I have always been assured that the Government was making quite sufficient increase of staff and that I was really asking for a bigger staff than was warranted by the case. I am very glad to see that they have come to the view in this budget that this increase in staff is necessary. This, as I say, has been constantly urged, not only by myself but by other Unofficial members of the Council for many years past.

With reference to the need of speeding up public works, the Unofficials have contended for many years past and been trying to

persuade the Government that we must have a really big staff to grapple with the increasing work of the Colony. I have other comments to make in Committee upon items under Public Works extraordinary.

Official Replies.

The Hon. Captain Superintendent of Police: Sir, the question was raised by the hon. member representing the Chamber of Commerce of Police Department licences being issued to Europeans on the 1st January. I may say, Sir, that the Police Department is at present responsible for 30 different kinds of licences, some of which, such as ricksha and drivers' licences, represent 12,000 to 15,000 or even more licences. That is just one item, but I understand that the hon. member merely referred to what he called European licences. I would like to point out that at the present time dog and arms licences are already issued on the 1st January, as are also private vehicle licences, such as private rickshas and private chairs, which are the only ones that affect Europeans. As regards motor licences, which is the only other serious item to consider under this head, there are roughly 1,500 cars and lorries in the Colony now, and 500 cycles. There are rather more than 2,000 drivers, of whom not more than ten per cent are European. It would be extremely difficult to alter the dates which are at present arranged in order to enable the licensing staff in the Police Office to deal with the various different kinds of licences they have to deal with. Were it possible to issue European motor licences separately that would certainly be a great improvement, but to issue all motor licences on the 1st January would be certainly very much more difficult. On the whole I suggest that the present system be allowed to remain, particularly in view of the fact that in the case of motor cars individual notices are sent to owners. Surely that, I think, should be sufficient.

Scales of Fares.

Whilst on the subject of vehicles I might refer to the question raised with regard to the scale of fares. The fares were considered by the Committee which was undertaking the revision of traffic regulations in 1921. The fares were then increased and a similar Committee met again this year to revise the traffic regulations once more, and after careful consideration they came to the conclusion that no really useful purpose would be served by increasing them at the time. I admit that at the time they had no Chinese member to assist them with information on the subject, and I should certainly be glad if any such information could be given with a view to showing whether it is really necessary to increase the fares. At the present time the coolies themselves have made no representations. They are not slow in doing so through their No. 1 if they have any representation to make to the Captain Superintendent of Police, and as regards the Chinese they usually bargain on the scale of fares and it does not affect them so much. They usually make a bargain before they take a ricksha.

As regards the protection of rickshas during bad weather, it came somewhat as a surprise to me to find the aprons were so bad. The rickshas with their aprons are examined no less than once a quarter at the Central Police Station. They are brought up fully equipped, with their two coolies, who have to be in uniform. They are inspected by the Traffic Inspector, and all the aprons, as well as the tops in the case of chairs, have all to bear the number of the particular ricksha, so that it should be difficult to substitute old ones after they have left the Police compound. However, in view of the remarks of the hon. member, I propose to look into that matter forthwith.

Hawkers.

With regard to the question raised concerning hawkers' licences by the senior member representing the Chinese community, this question of restricting the number of hawkers' licences came up for discussion some four years ago. At that time the hawkers' licences had been reduced to somewhere in the neighbourhood of 6,000. At the request of the then senior member, the late Mr. Lau Chup-pak, I went into the matter very carefully, and it was decided to do two things: one, to divide the hawkers into two

classes, the stallholder hawkers, who is the stationary hawkers, and the itinerant hawkers, and also increase the number as far as possible, also reserving certain hawkers' stalls for deserving cases. That, I think, the Secretary of Chinese Affairs will agree, I have carried out as far as possible whenever a deserving case is brought to my notice. We also endeavour to provide stallholders' licences, as these stalls are really remunerative. They pay \$2 a month and they seem to do very well. As regards the total number of hawkers, I think anyone going round the Chinese portion of the city will notice we do not err on the side of having too few in the streets. In the Eastern and Western districts of Hongkong and in Yau-ma-tei the streets are as full as they can be with hawkers. We cannot have any more there. We never refuse itinerant licences to hawkers in outlying districts, but in the Central district we must necessarily curtail the number of stallholders and itinerant hawkers. Every man who wants a new licence wants one naturally for the Central district, the Eastern or Western districts or Yau-ma-tei, where he would do a much bigger business.

Some Figures.

A few figures may be of interest. In 1919-20 there were 7,297 hawkers' licences, in 1920-21 there were 7,361, in 1921-22 there were 7,805, in 1922-23 there were 8,197, and for the year, which closed on the 1st September, last we issued 8,450, so that we are practically issuing a little over a thousand more now than we were in 1919-20. A large number of persons wishing to apply for hawkers' licences are not so much boys as persons who have fled from the interior of China and who do not know what to do when they get here. They apply for hawkers' licences, we cannot possibly accommodate them, for the streets would be impassable if we endeavoured to do so. As regards the outlying districts, no fixed number is laid down, but we must restrict the number of licences granted in the populous districts.

Public Works.

The Director of Public Works: Sir, the hon. member representing the Chamber of Commerce referred to the speeding up of work as regards the passing of plans by the P. W. D. We have experienced great difficulties in the Buildings Ordinance Office staff is now up to strength. The number of plans at present in this office which have not yet been dealt with is approximately 180, with about 100 awaiting amendments by architects. I may add that if architects submitted plans which complied with the Ordinance, there would not be the delay in passing plans which at present exists.

Mechanical filtration has been referred to. That, as you know Sir, is being introduced and every effort will be made to speed up the order of these filters. Tenders are now out, some have been received and some are on their way from England to the Colony. It is hoped that when a few—where the cases suit—of the best mechanical filters are introduced, the relief given to the ordinary slow sand filters will overcome our great difficulties, which at present exist in rushing beds where inadequate.

Public Health.

Reference was also made by the hon. member and the senior Chinese member to Pokfulam. It is regretted that the Pokfulam reservoir became silted up owing to the work being done on Stubbs Road, but every effort is made to intercept drainage and there is now a marked improvement. The eastern filter beds will come to the assistance of that part of the town. These filter beds are to be brought into operation next month—a certain portion of them.

With regard to malaria, the mosquitoes on the south and west side of Mount Kellett and the nullahs of the Peak tramway have had our attention. The difficulties met with are that contractors will not work on such short notice. I have been assisted by a prominent member of this Council in that respect, and a contract has been let for

the draining of the nullahs. Dr. Woodman's report has been studied by the Department, and the areas which are most affected and reported on as being affected by the anopheles mosquitoes are receiving attention by various departments—drainage and public works.

With regard to the remark of the hon. senior Chinese member as to the colour of the water, I am afraid chlorination does not alter it and it must be laid to the charge of rapid filtration, which, we hope, will be improved.

Hon. Mr. Holyoak: I should call it want of filtration.

Lighting.

The Director of Public Works: The Hon. Mr. Bird asked for information with regard to the scheme of lighting. Such a scheme does exist and we are gradually introducing it. At the present time, the number of electric lights in Hongkong is 423 and the number of gas lamps 1,567. Installation of high power lights is being proceeded with both in Hongkong and Kowloon every year, and in the main roads, especially in the City. The Hongkong Gas Company has suspended lights—on order. It is hoped that these will be introduced shortly. The lighting of the various roads and streets is usually given to the company, electrical or gas, having existing mains or cables in the roads in which the lights are to be placed, but not in all cases.

Hon. Mr. Bird made some remarks about compensation and modifications. The modifications most frequently granted relate to Section 180 of the Public Health and Building Ordinance, but scavenging lanes are allowed to count as open space on condition that no compensation is paid therefor. If these modifications were not granted the amount of compensation payable by the Government would be very large. It seems absurd to consider any suggestion that modification should be granted and compensation paid in addition. Several modifications of Section 188 of the Public Health and Building Ordinance have recently been granted, allowing the erection of buildings more than 76 feet in height and containing more than four storeys. The usual conditions upon which such modifications are issued include the following:

- (1) Frontage line to be set back if necessary to widen the street.
- (2) Frontage line to be set back to widen the footpath if a verandah over Crown land is permitted.
- (3) Scavenging lane at the rear to be provided.
- (4) A small open space to be provided at the ground level for the purpose of drainage, etc.
- (5) All storeys intended to be used for domestic habitation to be provided with open space in accordance with Section 179 of the Public Health and Building Ordinance.
- (6) Buildings to be of reinforced concrete construction throughout.
- (7) Fire escapes to be provided to the satisfaction of the Building Authority and the Captain Superintendent of Police.
- (8) Fire-fighting appliances to be provided to the satisfaction of the Captain Superintendent of Police.

These conditions appear to me to be reasonable and it would be a retrograde step to modify them in any way.

The Treasury.

Hon. Mr. C. McI. Messer: Sir, the hon. member made some remarks with regard to the Widows' and Orphans' Fund. I think he is under a misapprehension as to how it is worked. For many years there was a separate investment fund kept for these contributions in payment of pensions. For various reasons that system was altered and now contributions from the members are paid into a Government account, while the Government takes over all liabilities of paying pensions. The hon. member also expressed the opinion that many officers thought the pension inadequate. Of course, naturally the amount of pension depends on the amount of contribution, and I have not yet heard that officers wish to contribute on a higher scale. The calculation of pensions and contributions was worked out by an actuary. The tables from which those pensions are taken out were made by an eminent actuary at Home on the very best figures then available. Since that time concessions have been given on account of marriage and on account of children, and in the last 25 years some 25 per cent has been added to all pensions. If the hon. member would like to bring a special

case before me I shall be glad to show how that case stands.

The Colonial Secretary.

The Colonial Secretary: I would like to refer to various remarks of hon. members in connection with the Estimates that have not already been dealt with. In the speech of the hon. member who represented the Chamber of Commerce, he expressed the hope that the remainder of the typhoon buoys would be completed in ample time for their possible need next year. I think a reference was made to that quite recently in connection with a vote for a certain number of buoys. It was said that it was hoped to complete them not later than July next year.

The position with regard to public telephones was also referred to not very long ago, and it was to the effect that there were proposals locally for forming a company to take over the property of the existing company and to make all necessary improvements, and the whole question has been held over until the return of certain gentlemen to the Colony. I think it should be possible to proceed very shortly now with the consideration as to whether the Colony will take over the existing company.

With regard to fares for chairs and rickshas, and vehicles, I must say I am in agreement with the senior Chinese member and I should like to see the minimum fare increased to 10 cents. The subject has been considered and the general view was that, although the minimum fare of five cents is allowed, it is practically a universal custom for persons going on journeys to pay 10 cents. Personally I should have great hesitation in thinking there are a great many people who do not pay ten cents, but it is the custom of Chinese to make a bargain and pay less than the legal fare. At any rate, I am in entire agreement with the Chinese senior member that some increase should be made and that the minimum fare should be 10 cents.

Magistrates.

With regard to the number of Magistrates, the question of appointing a second Magistrate for the Magistracy in Victoria has been considered. It was thought that when the opening of the Kowloon Magistracy was started, work in Hongkong would be nothing like so arduous, and that one Magistrate would be able to deal with it. So far that has not proved to be the case, and constant help has had to be given. I see no reason why it should continue necessary to give the help, but the question of appointing a second Magistrate in Victoria will be considered.

The hon. member representing the Chamber of Commerce, in his speech, said: "The time is not far distant when the Government will have to consider the closing of the major part of the Kennedy Town Hospital." I take it he was referring to the Government Civil Hospital.

Hon. Mr. Holyoak: Oh, yes.

The Civil Hospital.

The Colonial Secretary: And of moving it or the greater part of it to a more favourable site. I am afraid I cannot agree with him there. I think one result of the opening of the Kowloon Hospital, which we hope will take place next August, and the subsequent opening of the War Memorial Nursing Home and the opening of the Maternity Hospital in connection with the Hospital at the Peak will have the effect of reducing the number of patients in the Government Civil Hospital. I fully recognise that the position of the Government Civil Hospital is not a suitable one, but the grounds and the position of the quarters for the nursing sisters are excellent. The grounds of the Government Civil Hospital, I think, are one of the very few oases in old Victoria. The Hospital is extremely conveniently placed for the mass of the population on this side, although if we had to begin again we might not have put it in exactly the same place. Still, I think it has served its purpose as a general hospital extremely well. The question of the pensions which the nursing sisters become entitled to is under consideration. We have received information from various places and the matter will be gone into very shortly.

The Lunatic Asylum.

It is not right to say that the site proposed for the Lunatic Asylum near Laichikok has been finally abandoned. It is quite true that tenders have been received for preparing the site. They were very large, but whether it is possible to adopt a different scheme of preparation I do not know. We

certainly could not have embarked on an expenditure of over two lakhs of dollars merely for preparing a site, and that was what the amount of the lowest tender was. I hope it will be possible to find a more satisfactory site, and in that case I think no doubt we shall have to abandon the suggested site.

As regards the Forestry and Botanical Department, I quite agree with the hon. member that a great deal more could be done in the way of planting flowering shrubs and plants. A great deal has been done in various parts of the Island, chiefly at the instigation of the late Sir Henry May, and the only trouble might be the removal of plants by theft or carelessness of people who do not realise the trouble taken to plant them. As I said the other day, and as your Excellency remarked in your speech, an area is being planted with fir trees near Tai-po to provide for firewood in emergency, and no doubt other areas will be found where it is possible to extend plantations for that purpose.

The Peak Tramway.

As regards rapid transit to the Peak, various schemes have been put forward at one time or another for an alternative line to Victoria Peak—a line straight up from Wanchai to Wanchai Gap and a tramway in the neighbourhood of Garden Road to Wanchai Gap. A survey has been going on for some time for a line from near Garden Road to Wanchai Gap, and although we have not received a full report yet we are told the engineers find the route is practicable, with a fairly easy gradient of one in eleven. We are hoping to get the report very soon—I had hoped to have it to-day—and the subject of what extra communication to the Peak shall be made will be considered. I am not entirely convinced, of what is constantly being said, that the present tram accommodation is inadequate. People have occasionally to wait for trams at certain times of the day, as they have in other places. I think the present tram service, except on quite rare occasions, is adequate; but perhaps I am not in accord with the opinion of others on that. I travel by it a great deal, so I think I have a right to express an opinion.

The Military Lands.

One other point raised by the hon. member representing the Chamber of Commerce was the question of the present position of Military Lands—of re-provisioning. The Gun Club Hill lands, I believe I can say, are complete, but final plans have not been received and also it is the desire of the War Office to have a special staff for carrying out the whole of the re-provisioning and also to have one man at the head of that staff, who, instead of going away in the middle of the work, will be here during the whole period of re-provisioning, so that there may be continuity at the head of affairs. The whole staff, as far as possible, will remain here throughout that time. Sir Henry Pollock: May I ask with reference to Military Lands if anything further has been heard with regard to placing the matter before an arbitrator on the question of compensation?

H. E. the Governor: I have a despatch from the Secretary of State containing certain correspondence in reply to a communication I addressed to them. So far as my memory serves, the point the hon. member raised has been overlooked or ignored by the War Office. At any rate, it has not agreed to accept my view, but otherwise showed a reasonable spirit. I am afraid the particular point referred to was ignored.

Sir Henry Pollock: I think, Sir, the point should be pressed.

H. E. the Governor: The point will be raised again.

The Colonial Secretary: The site at Laichikok is now being examined. If the amount of rock should be such that it will be impossible to make sites for the various military buildings, the question of whether Laichikok site will be suitable will have to be considered. This work has not been pressed far enough yet to come to any decision.

Subordinate Asiatic Officers.

The senior Unofficial Chinese member spoke on the subject of allowances for subordinate Asiatic officers, and was kind enough to tell us that Mr. Chan Siu-ki, the Hon. Mr. Kotewall and himself had drafted a formula. That formula will, no doubt, reach us in time. I have been waiting for it for some time. If, in fact, I had given up all hope that it was coming

(Continued on Page 10.)

BUDGET DEBATE.

(Continued from Page 9)

but now that it is coming the Government will consider the extension of the privilege to officers of less than ten years service on the modified scale suggested. I might, however, inform my hon. friend that the view the Government is inclined to take with regard to officers is that these junior Asiatic officers in the service know perfectly well the terms of their employment when they join, and it is certainly up to them to model their expenditure on economical lines during their first years of service. It is, I know, a habit amongst Chinese to marry very early, but in doing so I think they should be able to make some family arrangement to cover a certain period of their service.

An Ambulance Launch.

With regard to the remarks by my hon. friend Mr. Bird, I would say with regard to the new launch for the Medical Department that the question as to whether it could be made so as to be used as an ambulance launch will be considered. I have asked the P.C.M.O. and I think it might be, but he is going to consider that point. It is recognised that it is necessary to have some means of conveying cases from ships to hospital, and I hope it will be possible to build a launch, probably a little larger than intended, so as to be able to use it as an ambulance when required.

The naming of streets to which the hon. member referred is certainly bad. I have often noticed it myself. There is a very good practice in use in Canada of having the names on the pavement. I do not know whether that would do here. Perhaps the Director of Public Works may be able to devise some means of putting up names of the streets so that they shall be seen clearly.

The road to Cape D'Aguilar is a difficult one to make, and I believe an expensive one, and as it is only to be used practically for official purposes it is not thought advisable to widen it. On the general question of width of roads, I think it is now recognised that when the width of 20 feet was adopted we did not realise the sizes of motor vehicles, and the roads are now being made 25 feet, which makes a very great deal of difference.

The scheme for port development, I believe, practically ready now, and I had hoped we could have had it here to-day. It will be referred to the Chamber of Commerce and other bodies for consideration when it is ready. The hon. member appears to think that a large sum of money has been wasted in the preparation of the former scheme. The work done for the consulting engineers is not lost. The work that they called upon us to do is necessary for any scheme that is adopted. The only money that we may say has not been expended in useful purposes will be what is paid for plans which will not be adopted.

H.E. The Governor.

H. E. the Governor: Gentlemen, let me in the first instance thank you for the very kind way in which you have received the Budget, which, I confess, I put forward with somewhat more misgiving as to your views than was possibly apparent in the speech with which I introduced it at the last meeting. And let me thank you for your very kind references to myself, and further for the very helpful remarks which you have made to us this afternoon which, I need not say, will receive very careful consideration.

I think most of the points which have been raised have been dealt with, but there are one or two on which I find it necessary to make a few remarks. The hon. member representing the Chamber of Commerce observed that, "We recommended that the increase in our military contribution due to our increasing revenue, instead of being paid over to the War Office, should be credited here to the reconditioning of the military forces on the Kowloon side."

I am afraid that betrays rather a misapprehension of the position and, may I say, the character of the War Office. The Military Contribution is supposed to provide for the upkeep of the Garrison. The War Office contented when pressed produce figures to show, that it does not cover the cost of the Garrison. I suggest therefore to the hon. member that if we ask the War Office to devote to the reconditioning of the

Kowloon side, the forces which are now housed in Hongkong on land and buildings belonging to the War Office, by means of using the contribution which at present provides either wholly or in part for their upkeep, they will foresee at once that they are asked to abandon all contributions from us with regard to the Garrison, and merely to pay money they would at any rate receive merely to re-establish themselves elsewhere, a position which they have never desired particularly to adopt. I am afraid I should not feel it possible to put before His Majesty's Government a proposal which would only be rejected and possibly somewhat irritatingly.

The Treaty Ports.

I am afraid it would be undesirable to discuss in public the question of whether or not Hongkong is seriously under-garrisoned, because perhaps the loss said about these matters, especially at the present time, might be better. But I would observe that if the statement that Hongkong was seriously under-garrisoned is correct, and is accepted, it would appear to involve an addition to the Garrison, which again would, I fear, involve an addition to the Military Contribution. Whether the Municipal Councils and Concessions in China would be quite as reasonable as the hon. member suggests is, I confess, a matter upon which I have some doubt. The whole question which really lies at the back of the Military Contribution is this: Are we paying for the Garrison because we want it, or are we paying for it or most of it because it is wanted for Imperial purposes? That is a matter which has formed the subject of controversy in my own knowledge for at least 30 years. I do not know that the parties to the discussion have ever come to an agreement. I confess that, taking the view of a man of peace, it has sometimes occurred to me that our very good friends the Military of this Colony have a somewhat imposing number of officers of high rank, and I think it might be possible to induce the War Office to state whether this desire, which has been apparent since the War, to make two colonels grow where one has, is entirely to the interests of this Colony or to the interests of the forces in this country which, I would observe, include a part of the Garrison here, a battalion in Tientsin, and that very much respected body in Peking, the Legation Guard. That is a point which deserves consideration by the War Office.

Hospital Grant.

The next point in the hon. member's speech is the question of the grant to the Alice Memorial Hospital. I should like to make quite clear to the Council my own position. I have always felt that it is very undesirable that the Government should propose either a grant or increase of grant to any institution which has any denominational or religious aspect, unless it is very clear that all the representatives of the Unofficial community are unanimous in favour of it. I know something, I admit not so much as I should, of the work of this institution, and if it is the unanimous wish of the Unofficial members of the Council that the grant should be increased, I am perfectly willing to agree to any reasonable sum upon which they may decide among themselves.

In regard to the Botanical and Forestry Department, the hon. member raises the question of planting more shrubs and trees. I suppose I raise this question about once every six months myself. I have always wished, not only to plant certain spaces on the Peak with azaleas and other plants of attractive appearance, but also desired to plant fir trees on the outlying islands so that they may be put to some useful purpose. I have invariably found that all such propositions are at once met by the argument that it is easy to plant fir trees and expect Providence to induce them to grow, but another matter to hope that Providence will induce the Chinese population to refrain from cutting them down when they have reached a useful size. Unless we are to increase very largely our force of forestry inspectors and keep them constantly at work, I confess I look with some doubt upon the establishment of any really large firewood reserve in the New Territories. I can only hope that in the course of time the Chinese population will abandon what appears to be an ancestral idea that the proper use of any growing thing is to turn it into firewood. (Laughter.) I think that that is all regarding the speech of the hon. member representing the Chamber

of Commerce which I need dwell on at the moment.

Public Health.

The hon. member representing the Justices of the Peace dealt largely with the question of public health. The typhoid question has caused a very considerable amount of controversy and, to some extent, controversy on the wrong lines. I regret to say I have been unable to obtain figures for this year, but I am under the impression that the actual number of cases this year is not much in excess of last year. Unfortunately, it has been more concentrated and has drawn public attention in consequence. The fact is that in any country you always get a certain amount of enteric during the hot season, and I am afraid that whatever steps are taken we cannot hope to rid the Colony of this disease any more than any other country can hope to succeed in doing so. The Sanitary Board has recently provided the new type of latrine with which they hope to tempt the coolie to inhabit makeshifts on the Peak, so that one source of contamination may be removed.

The Director of Public Works dealt with the question of malaria. We are doing as much as we can to drain nullahs and pools, but it is a matter of intense difficulty, whenever any new country is being developed, to prevent the spread of malaria owing to the formation of pools. It is impossible to fill up your hollows as you go along without bringing the work to a continuous standstill. The result is that in a rainy season like this year you have to consider a number of pools about. The only satisfactory way of dealing with them is to oil them, and that is being done wherever possible.

The hon. member referred to a number of children admitted to Victoria Hospital. Well, malaria with an adult is a misfortune, in the case of a child it is a blunder on its parents' part. We are beginning to realise that we do not know so much about malaria and mosquitoes as we used to. The anopheles is nocturnal in its habits, it does not wander round sitting in the hours of the day when children should be out, and when children take care the children come in at a reasonable hour for children, and that their mosquito net is properly looked after, I think the number of cases appearing in the Victoria would be somewhat smaller. The question of prevention of malaria cannot be dealt with solely by the Government. You must have popular support. People do not realise that mosquitoes will breed, and it is their business to see that there are no breeding places in their immediate neighbourhood. The people who complain most bitterly against the Government should take the trouble to see that mosquitoes are not breeding on their own particular premises.

Chinese Matters.

The hon. member referred to various matters, among them a grant to Hok Hoi Library. I am glad to see this has met with the approval of the hon. member, as I should be very pleased to see this Colony become as it ought, the centre of Chinese culture, as it is of European culture, and I am hoping in the course of time, before I leave the Colony, I may see the Chinese side adequately developed.

The hon. member referred to a Chinese officer of a medical institution. It is not proposed to make any change. The point is that the time of the medical officer who devotes his time to the Chinese institution is so fully taken up that he has no opportunity for other things. What I should have said is it is not necessary to make any addition to the staff of the Medical Department, in that a full time surgeon or officer may be available.

Not a Spendthrift.

The hon. member made a remark in regard to economy with which I am in entire agreement. I can assure the hon. member that so far as I am concerned his warnings were not required, as in the course of a quarter of a century in which I have served His Majesty I have been accused of a great number of things ranging from almost murder to want of sense, but I have never been accused, at any time justly, of being a spendthrift with regard to official money, and I have not infrequently made myself rather a trial to departments in enquiring whether certain sums should be expended in the manner suggested. I can assure the hon. member that in my opinion I do not think there is money there that can be cut out

without disadvantage. I may say that while I entirely appreciate and share the hon. member's views, I find that the task of anybody studying and proposing economy is not made easier by remarks such as have been made this afternoon. There are three matters in the Budget which I thought might possibly not unreasonably be attacked on the ground of undue expenditure. One was the great increase in the staff of the Public Works Department. We have had two hon. members congratulating themselves and the Government on the fact that they are at last at one on this matter. Another, the large increase of salaries, which the hon. member assures us he recognises as essential for the Chinese community, and the last was the provision for large sums of expenditure on the railway, which, at present, runs as far as the border. I confess that if there was one item of the Budget on which I had some doubt, it was the desirability of expending money on the railway. I, however, thought it desirable to hope for the best, and I trust that we may see a through service running this year; and I am glad to notice the hon. member representing the Chamber of Commerce shares my view entirely. You will perceive, Gentlemen, when, in addition to this endorsement, which I myself thought excessive, hon. members urge us to make a considerable addition to our expenditure by the increases granted for housing allowances, the task of the habitual economist becomes more difficult.

With regard to the hon. Mr. Bird, I should like to say that I entirely agree with him that the best method of indicating the name of a street in which one happens to be is to put the name on a lamp. I confess that the Colonial Secretary's alternative of marking it on the floor has never appealed to me as a suitable means of dealing with the bipeds whose eyes are usually glued to the ground. The hon. member mentioned the Port Development Department. In any case, what we have paid for is, not the actual plans drawn up by Sir Maurice Fitzmaurice, but his advice generally, and whether his plans are or are not adopted we have very valuable information and advice, for which I may say we are paying what appears to me quite an adequate fee.

Road Widening.

I am afraid I cannot agree with the hon. member's views about compensations and resumptions. It appears to me to be not at all unreasonable that when a man wishes to obtain something at the expense of the community he should also endeavour to return to the community the expense of what generally amounts to improvement to his own property. I confess that my opinion is that we spend far too much. We are constantly being charged sums which certainly never appear to be below the lowest market price, and certainly often above it when we take a strip of somebody's premises to widen the road. The widening of the road adds to the value of the property, and even if it did not they should be prepared to sacrifice something for the benefit of the community. As for getting anything out of the community for nothing, I certainly think they should not be allowed to do so.

The hon. member's remark that permission to erect verandahs over Crown land is a thing to which every British subject has an inalienable right, I am afraid I cannot agree with. I have no objection to erecting verandahs over Crown land, but if they do so the Crown certainly has a claim to receive something in return.

The last point in the hon. member's speech I am afraid I cannot agree with. The position of this Colony and the Straits Settlements with regard to a Municipal Council is entirely different. Singapore is a portion only of the Straits Settlements. It appears to me quite reasonable that municipal work of part of a Colony should be done by a municipal body for that purpose. Here, Hongkong and Kowloon form the Colony, and if we had a municipal body we should either have no further use for the Public Works Department, in which case we are simply substituting a worse form of trouble for another, or else we should retain it and duplicate the work, and inevitably there would be a great amount of overlapping, and a great amount of unnecessary expenditure. No time would be saved and a great deal of money would be wasted.

His Excellency's Term.

I should like if I may, to end with a short personal statement with regard to a remark I made in my speech when introducing the Budget, which, I observed, might very probably be the last Budget I should perhaps put before the Council. As the hon. member representing the Chamber of Commerce has stated to-day, the Unofficial members of the Council paid me the compliment which I value very highly in suggesting to the Secretary of State that my term of office should be extended. As you are aware, certain changes have taken place in the Government of Great Britain in the last few weeks, and the Secretary of State very naturally and rightly said he was unable to provide a possible successor in any way. I can only say that if His Majesty intimated his wish that I should remain here it would give me great pleasure, and nothing would give me greater pleasure than to continue to work with this Council, as I have worked, harmoniously, for the last five years. (Applause.)

Unofficial Replies.

Hon. Mr. Holyoak: I ask your Excellency's permission to reply to one or two points. I think the Director of Public Works, in referring to the rapid filtration of water, really meant the rapid passing of water without filtration, which has resulted in the complaints made. What we are urging is the adoption of a mechanical process which will filter water very rapidly and which experience has proved for over a year in this Colony. The last report given to me was that, from January to June 1924, there had been filtered an average of 930 gallons per day, including Sundays, and every filtered sample had been absolutely free.

Hon. Mr. C. Montague Ede: 930 thousand gallons.

Hon. Mr. Holyoak: Yes, 930 thousand gallons. They go on to say they have touched one million gallons per day on one or two occasions, and they have touched two millions over 24 hours from January to June. What we are urging is that the matter should not be left for long consideration. (Continued on Page 12.)

That telegraphic request be made that the plant should be sent out, and that it should be installed as soon as the first arrives, so that you have an experimental process at work over a few months before the further plant is installed at the other filter beds.

Commandeered.

My impression of the Widows' and Orphans' Fund, Sir, as far as my recollection goes back as to that these funds were to a very large extent commandeered by the Government. I can use no other expression. It is perfectly true that Government servants were circulated, and that they agreed to the money being used by the Government in a way that was afterwards adopted, but I think it is quite clear, Sir, from all that I have heard since, that they did not understand.

H. E. the Governor: I am afraid they do not understand it now.

Hon. Mr. Holyoak: I think their complaint is that if the funds remained in their own administration they would be receiving a higher rate of interest than that credited them to-day. That would have made a great difference to the pensions of widows and orphans. I suggest whether the time has come for a fresh valuation of the whole fund to be made in the interests of Civil Servants. It is nothing to do with me, but I am asking for justice on the part of those in the Government service.

I sincerely hope that the Colonial Secretary was not serious when he said the completion of the typhoon buoyage would not be absolutely finished until July next year. I submit that the work should be carried out as early as possible.

My suggestion for the removal of the C. C. H. was not only in the interests of the patients themselves, but because the price received for selling the present quarters will amply compensate you for instituting the hospital further out, which conditions can easily be bettered.

Tree Planting.

The Colonial Secretary admitted, and you, Sir, admitted, that much more could be done in the way of planting. What we are asking for is that not much more could be done but that much more could be done, and we hope that will be the case. The planting of flowering plants and shrubs will

benefit the Colony very much from the ornamental point alone.

I differ, Sir, entirely from you on the subject of the Military Contribution. My view of the whole situation, (I do not pretend to be the unofficial view though I have good reason to believe it is,—this small island, Sir, is part of the British Empire. We do not pretend to pay for protection. We have a right to ask for it. The Colony contributes in no small part and in different ways to the Home Government; its contribution is a great deal larger than its area indicates, and its value to the British Empire is infinitely greater than it is often given credit for. We have a right, not only to ask, but to demand protection. We are perfectly willing to contribute our quota for the whole defence, not only of this Colony, but of the greater area which lies beyond us in China, is a burden which the British Government has no right to force upon us, and which we are not going to accept. And for that reason I have again raised the question. I do feel that if the question was put as I have suggested to the British Communities and their Municipal Councils throughout China, they would feel that it was reasonable that they should be asked to pay for the right to call upon the forces. This is the natural garrison point from which forces go, and I do feel, Sir, that the whole burden of protection of the island and what lies beyond it, involving the whole of British interests in China, should not lie entirely upon Hongkong.

Hospital Etc.

I am glad, Sir, to hear that you will view with favour, if we support it, the vote for the Alice Memorial and Affiliated Hospitals, which has been suggested. I do not think it could be quite fairly said that it is entirely a religious hospital. I know the work of the hospital intimately, and while it is based generally on the broad principle of religion because of its name and of the manner in which it came into being, there is no hospital in this Colony administered on broader lines, and no hospital that admits Chinese more freely or perhaps attains better results. It is not that I advocate it in preference to any other hospital, but it is doing a work on behalf of the Colony which is worthy of all the Government can give it. For that reason I have advocated an increase in the vote.

His Excellency's Further Reply.

H. E. the Governor: I should like to deal with the point of Widows' and Orphans' Pensions which the hon. member has raised. It is a system which is embodied in an Ordinance, which says that in return for a certain payment, four per cent of an officer's salary, a pension of a certain amount, varying according to age, will be available. The original fund was wound up many years ago and handed over to the Government, in return, the Government assuming liability of pensions specified in the new tables. The tables were drawn up by the leading actuary in England and represented what was at that time the best available information with regard to mortality, and I do not think anybody could question the accuracy of his calculations as showing an adequate pension for the contributions received. I am unfortunately exempt from membership of the Hongkong system, but I am very glad to say I am entitled to the benefits of a similar system on the same table in Ceylon. You will excuse me quoting my own case, but it is the one I know best. I joined the system at the age of thirty-six, my wife being about twenty-three. I paid a trifle over £5 a month, and in return for that my wife is entitled to a pension of £200 a year for all her life or until her re-marriage, and in the event of death or re-marriage the pension passes to my children up to the age of 21 in the case of a daughter, and 18 in the case of a boy. If any insurance company is entitled to offer me similar terms, I hope it will communicate with me without further delay. The view, which I know exists among members of the Civil Service, is that they consider, because they subscribe, that the pension should be sufficient to maintain the widow.

That is possibly a reasonable attitude if the contribution is sufficient to provide for the pension. Of course, what these people criticise and do not take the trouble to consider is that the amount is the minimum the Government considers it necessary a man should provide. It does not prevent him from insuring himself elsewhere for a reasonable sum. The whole object

of the fund was to provide for numerous sad cases which came before us, of people who neglected and had not taken the slightest trouble to provide insurance for their widows. It is a system introduced in order that the widows and families of Civil Servants should not be reduced to the workhouse owing to the carelessness of the husband. It was to make sure that the widow at least received something, and was not left entirely penniless as has been the case in some instances in the past.

The question of the return on the contribution is one which only an actuary can settle, and I confess is entirely beyond me. The tables were worked out at the rate of six per cent compound interest. The question is whether because of the decrease in the value of money and higher rates of interest, the tables might be calculated on a somewhat higher rate. That is a matter the Secretary of State communicated with us about.

Committee.

The Council then went into Committee.

Under the heading of Public Works Extraordinary, Sir Henry Pollock drew attention to an item on page 81, regarding Victoria Hospital. He said: This year only £70,000 is being expended instead of \$130,000, and I should like to ask whether the \$130,000 to be expended next year will complete all the work required at Victoria Hospital. My reason, Sir, for putting this question, is that it is obviously undesirable that the work should be delayed more than necessary. It should be completed as early as possible, more particularly in the case of a hospital than any other building.

The Director of Public Works: The \$130,000 to be expended will complete the work next year.

Sir Henry Pollock: That does not seem to agree with the revised estimate.

H. E. the Governor: I think we ought to have another column in the Estimates showing the expenditure at the end of 1923. I am afraid I did not discover it until too late.

Queen's College.

Sir Henry Pollock: It is satisfactory that it will be completed next year. The question I wish to ask is with reference to new Queen's College. I notice in connection with the building that the original estimate is one million dollars, the approved estimate of expenditure for 1924 \$100,000, the actual expenditure \$80,000, and that the ludicrous sum of \$40,000 is the estimated expenditure for 1925. We shall expend only \$110,000 out of the million dollars. I suggest that the work should be gone on with and completed, and we shall then have at our disposal the extremely valuable site on which the present Queen's College stands. I should like to know why it is that less has been spent this year than has been anticipated, while a very small sum will be expended in 1925.

The Director of Public Works: The expenditure is entirely for site preparation. The plans for the new Queen's College have not been completed owing to lack of staff in the architect's office, and it will be some time before they will be sufficiently advanced for a contract to be let.

Sir Henry Pollock: I see that \$99,500 is the estimated expenditure for 1925 in regard to the Quarry Bay School. Will that complete the work at Quarry Bay?

The Director of Public Works: That is so. It is in the hands of an outside architect's firm, and that is the amount they have put down.

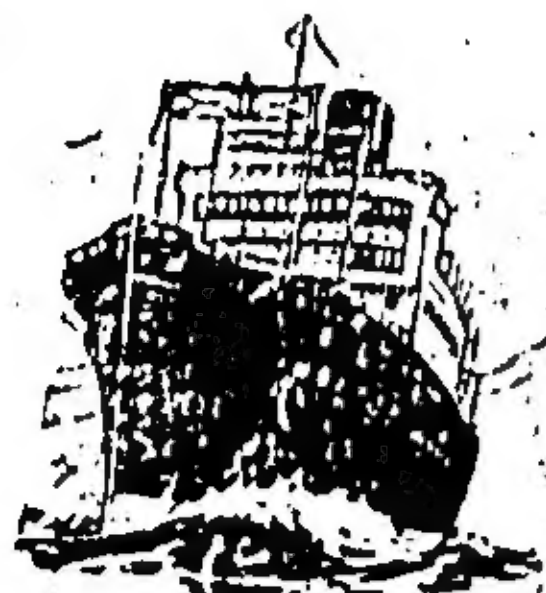
Sir Henry Pollock: The next item I should like to refer to is that of Queen's Pier. I must confess that I was simply appalled when I came back to the Colony to find the backward state in which the Pier was, and I am still extremely astonished, notwithstanding the explanation given in the paper laid on table to-day, that the estimated expenditure for 1925 is only \$15,000. I should like to know if that is sufficient to complete the work.

The Director of Public Works: Yes, that is to complete. H. E. the Governor: The explanation is, I understand, that stonemasons appear to have been on strike a long time.

The Director of Public Works: It is due to the contractor not paying his men. I am afraid it is very difficult to get contractors to take up the work. I believe the Department had had similar experiences before. The stonemasons are very difficult to handle and we are afraid of bringing the work to an absolute standstill.

(Continued on Page 11.)

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SHANGHAI, NAGASAKI KOBE & YOKOHAMA.	
ISLA DE PANAY	3rd Dec.

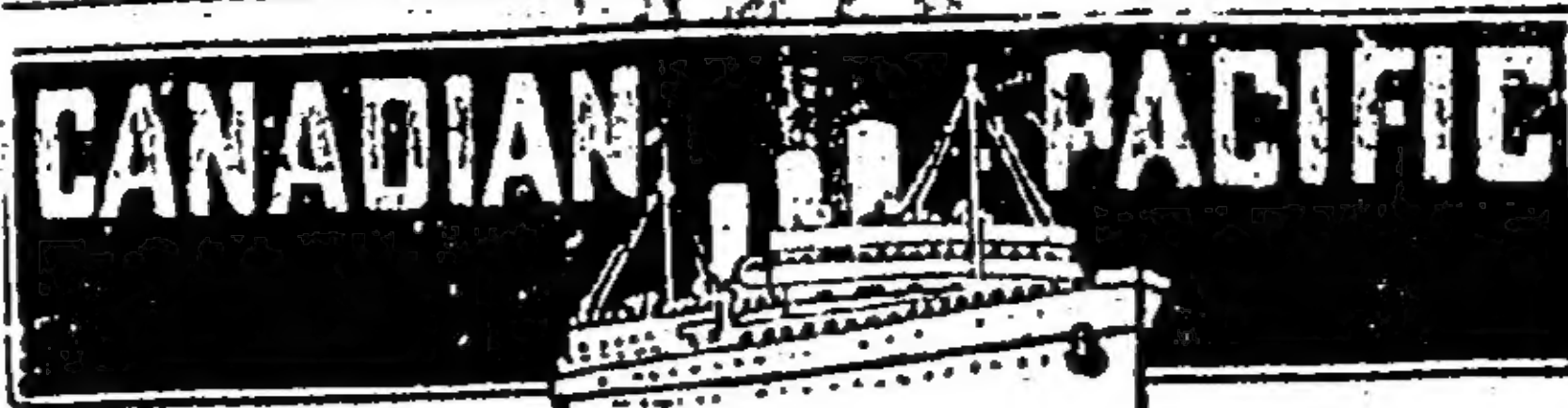
The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewardess and Doctor carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Alexandra Buildings, Hongkong.
G. D. BARRETT, 38 Central Avenue S.O., Canton

PACIFIC SHIPPING.



HOME VIA CANADA

HONGKONG TO ENGLAND

via Shanghai, Nagasaki, Kobe, Yokohama, Vancouver, Montreal & Quebec.

From	Due	From	Due
Hongkong	Nov. 24	Montclair	Dec. 12
Nov. 29	Dec. 24	Dec. 16	Dec. 23
Dec. 3	Dec. 28	Dec. 20	Dec. 27

PACIFIC SAILING SCHEDULE FOR NEXT SPRING ON APPLICATION

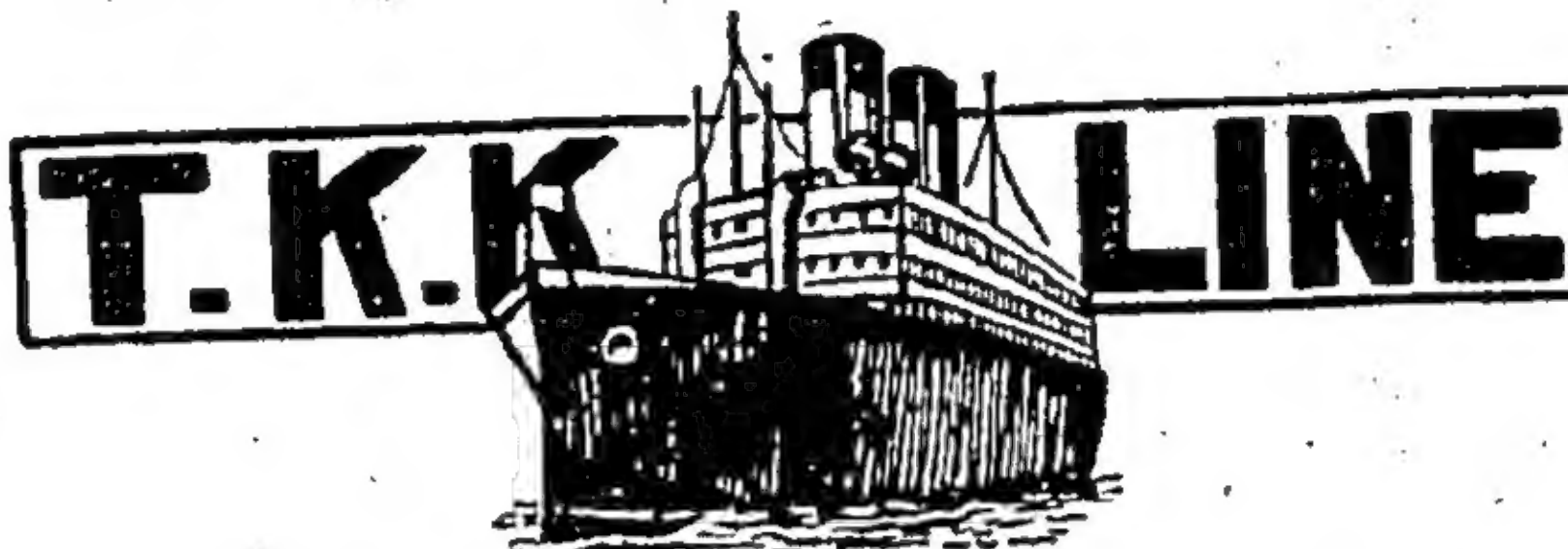
Other Atlantic Sailings every few days to Liverpool Southampton, Glasgow, Belfast, Antwerp, Cleburn and Hamburg. Allotment of Cabins on Atlantic steamers held here and through tickets sold. Early reservation necessary. Two Trans-continental Trains Daily. Standard Sleeping Cars, Compartments and Drawing Rooms. Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

The Empress of Canada will sail from Hongkong at daylight Friday, November 7th.

HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Nov. 14	Manila	Nov. 17
Nov. 12	Nov. 15	Empress Russia	Nov. 14
Dec. 11	Dec. 13	Empress Asia	Dec. 16

Passenger Department: Central Tel. 751. Cable: GACANPAO.
Freight and Express: Central Tel. 2. Cable: NAUTILUS



HONGKONG—SAN FRANCISCO LINE

Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.

Connecting at San Francisco with Southern Pacific, Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

SHINYO MARU	22,000	Nov. 14th
SIBERIA MARU	22,000	Nov. 30th
TAIYO MARU	22,000	Dec. 11th
KOREA MARU	20,000	Jan. 9th

*Omit Nagasaki
KOREA MARU and SIBERIA MARU proceed to Los Angeles from San Francisco with cargo only.

REDUCED FARE TO EUROPE.

First Class £120 Cabin Class on Atlantic £112 Second Class £8

SOUTH AMERICAN LINE

The only direct service between Orient and South America via Japan, Hawaii, San Francisco, Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

BOKUYO MARU	Dec. 8th
RAKUYO MARU	January 15th, 1925

Y. TSUTSUMI, Manager.

Agents at Canton: Kings' Building.

Messrs T. E. GRIFFITH LTD. Tel. No. C. 2974 & 2876.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE
(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.	via Suez Canal	31st Oct.
S.S. KOSMO
S.S. CALCHAS	...	10th Nov.
S.S. AJAX	...	18th Nov.
S.S. KATHLAMBA	...	1st Dec.

Boston & New York only.
Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MISSEY & Co. LD., CANTON

STRUTHERS & BARRY.

Operating U.S. Government Ships.

REGULAR FAST FREIGHT SERVICE
For San Francisco & Los Angeles from Hongkong by Direct Route.

23 days to San Francisco	28 days to Los Angeles
U.S.S.B. "West Ivan" ...	Due Hongkong 15th Nov.
U.S.S.B. "West Cajoot" ...	Leaves Hongkong 17th Nov.
U.S.S.B. "West Cajoot" ...	Due Hongkong 28th Nov.
U.S.S.B. "West Cajoot" ...	Leaves Hongkong 30th Nov.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for A-1 Line to San Francisco. Through Bills of Lading issued to U.S. & Canadian Overland Points.

To Saigon, Manila, Hilo, Cebu and Zamboanga.
U.S.S.B. "West Jester" ... Due Hongkong 21st Nov.
U.S.S.B. "West Jester" ... Leaves Hongkong 22nd Nov.

To Singapore, Zamboanga and Cebu.
U.S.S.B. "West Faron" ... Due Hongkong 25th Nov.
U.S.S.B. "West Faron" ... Leaves Hongkong 26th Nov.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.
1st Floor Queen's Building.
L. BYRRETT, General Agent for Japan-China-Philippines. Phone Central No. 3008.
Indo-China-Straits & Java. G. P. BRADFORD, Res. Agent.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct.)

MENTOR	17th Nov. Marseilles, London, Rotterdam & Hamburg
LYCAON	24th Nov. London, Rotterdam & Hamburg
PHENIX	8th Dec. London, Amsterdam & Hamburg
HECTOR	16th Dec. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE

(Direct or via Continental Ports)

NINCHOW	17th Nov. Genoa, Mars., Liverpool & Glasgow
DEMODOCUS	1st Dec. Mars., Havre, Liverpool & Glasgow
MENELAUS	20th Dec. Genoa, Mars., Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

TALTHYBIUS	8th Nov. Victoria, Seattle & Vancouver
PROTESILAUS	29th Nov. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

CALCHAS	8th Nov. Boston, New York, Baltimore via Suez
AJAX	19th Nov. Boston, New York, Baltimore via Suez
ONFA	7th Dec. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

HECTOR	11th Nov. for Shanghai
MENTOR	17th Nov. for Singapore, Marseilles & London
HECTOR	16th Dec. for Singapore, Marseilles & London
TEIRESIAS	28th Dec. for Singapore, Marseilles & London
SARPEDON	27th Jan. for Singapore, Marseilles & London
PATROCLUS	10th Mar. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to—
BUTTERFIELD & SWIRE AGENTS.

ORIENTAL AFRICAN LINE.

S.S. "SURAT"

will be despatched for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay Port Elizabeth, Mossel Bay and Cape Town, about 31st October.
Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambano, Zanzibar, Mombassa, Kilindini, Port Nolloth, Ludoritz Bay, Walvis Bay and Madagascar.

For further particulars apply to—

THE BANK LINE LTD.

General Agents.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

For freight, space and particulars apply to

BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.
AGENTS

4, Des Voeux Rd. C. H.K. & S'hai Bank Bldg. Ground Floor.
Telephone Central 2477 & 2478.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

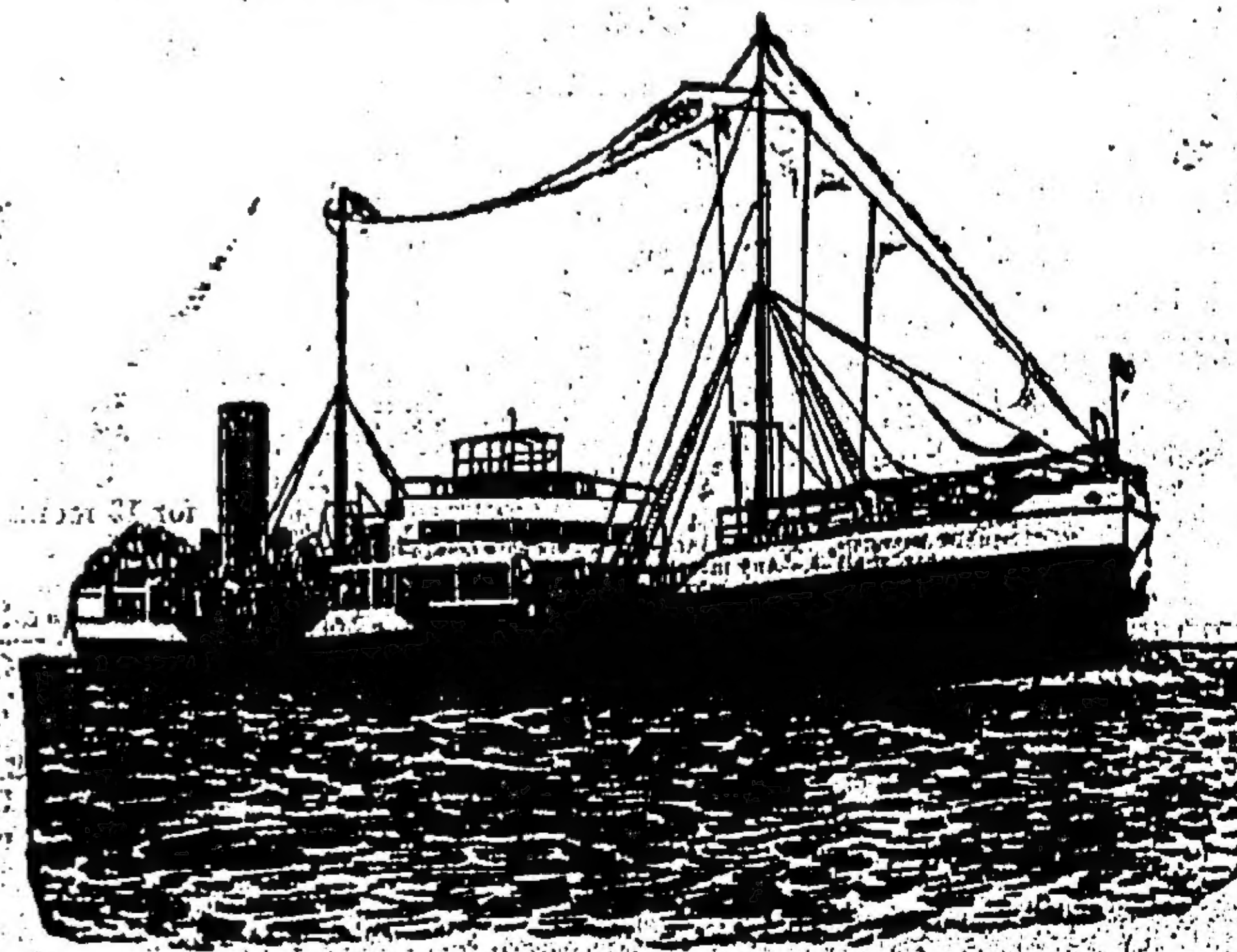
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;

Western Union and Watkins, Benson's, Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA"

412' 0" x 58' 1" x 31' 0" x 8,400 tons d.w. x 2,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO. LTD., at KOWLOON DOCK the order of THE ANGLO-SAXON PETROLEUM CO. LTD., being one of four similar vessels built in these works to the same order.

Please address enquiries to the Chief Manager.

B. M. DYER B. SO. M.A.N.A. Kowloon Dock, Hongkong.

CONSIGNEES.

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO.

The Steamship, "DUCHESSA D'ACOSTA"

From Trieste, Venice, Brindisi, Port Said, Massaua, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 30th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th prox. will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th prox. or they will not be recognized.

All broken, chafed, & damaged Goods are to be left in the Godowns, where they will be examined on the 5th prox. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bill of Lading will be countersigned by

DODWELL & Co. LTD., Agents.

Hongkong 30th. Oct. 1924.

NOTICE TO CONSIGNEES.

N. Y. K. LINE

(NIPPON YUSEN KAISHA.)

FROM EUROPE & STRAITS.

The Steamship

"FUSHIMI MARU,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godowns Company's Godowns at Kowloon, whence delivery may be obtained. Goods not cleared by the 10th Nov., 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the goods have left the Godowns.

No fire insurance has been effected.

NIPPON YUSEN KAISHA.

Hongkong, 3rd. Nov. 1924.

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO
Straits, Java and Burma, Ceylon India, Persian Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL PORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
MALWA	10,941	15th Nov.	Marseilles & London
GARDINIA	6,684	26th Nov.	S'pore, Pang, C'ho & B'bay
KARMALA	9,098	29th Nov.	M'les, London & Antwerp
MANTUA	10,902	13th Dec.	Marseilles & London
SOUHAN	6,696	24th Dec.	S'pore, Pang, C'ho & B'bay
KHIVA	9,135	27th Dec.	M'les, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	Marseilles & London
SICILIA	6,813	21st Jan.	S'pore, Pang, C'ho & B'bay
KALYAN	9,118	24th Jan.	M'les, London & Antwerp
MOREA	10,911	7th Feb.	Marseilles & London
SARDINIA	6,684	18th Feb.	S'pore, Pang, C'ho & B'bay
KASHMIR	9,963	21st Feb.	M'les, London & Antwerp
MALWA	10,941	7th Mar.	Marseilles & London
SOUHAN	6,696	18th Mar.	S'pore, Pang, C'ho & B'bay
KASHMIR	9,963	21st Mar.	M'les, London & Antwerp
SICILIA	6,813	31st Mar.	Marseilles & London
MANTUA	10,902	4th Apr.	S'pore, Pang, C'ho & B'bay
KARMALA	9,098	18th Apr.	M'les, London & Antwerp
SARDINIA	6,684	28th Apr.	S'pore, Pang, C'ho & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MALWA	10,941	15th Nov.	S'pore, Pang, C'ho & B'bay
GARDINIA	6,684	26th Nov.	M'les, London & Antwerp
KARMALA	9,098	29th Nov.	Marseilles & London
MANTUA	10,902	13th Dec.	S'pore, Pang, C'ho & B'bay
SOUHAN	6,696	24th Dec.	M'les, London & Antwerp
KHIVA	9,135	27th Dec.	Marseilles & London
MACEDONIA	11,089	10th Jan. 1925	S'pore, Pang, C'ho & B'bay
SICILIA	6,813	21st Jan.	M'les, London & Antwerp
KALYAN	9,118	24th Jan.	Marseilles & London
MOREA	10,911	7th Feb.	S'pore, Pang, C'ho & B'bay
SARDINIA	6,684	18th Feb.	M'les, London & Antwerp
KASHMIR	9,963	21st Feb.	Marseilles & London
MALWA	10,941	7th Mar.	S'pore, Pang, C'ho & B'bay
SOUHAN	6,696	18th Mar.	M'les, London & Antwerp
KASHMIR	9,963	21st Mar.	Marseilles & London
SICILIA	6,813	31st Mar.	S'pore, Pang, C'ho & B'bay
MANTUA	10,902	4th Apr.	M'les, London & Antwerp
KARMALA	9,098	18th Apr.	S'pore, Pang, C'ho & B'bay
SARDINIA	6,684	28th Apr.	M'les, London & Antwerp

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
MALWA	10,941	15th Nov.	S'pore, Pang, C'ho & B'bay
GARDINIA	6,684	26th Nov.	M'les, London & Antwerp
KARMALA	9,098	29th Nov.	Marseilles & London
MANTUA	10,902	13th Dec.	S'pore, Pang, C'ho & B'bay
SOUHAN	6,696	24th Dec.	M'les, London & Antwerp
KHIVA	9,135	27th Dec.	Marseilles & London
MACEDONIA	11,089	10th Jan. 1925	S'pore, Pang, C'ho & B'bay
SICILIA	6,813	21st Jan.	M'les, London & Antwerp
KALYAN	9,118	24th Jan.	Marseilles & London
MOREA	10,911	7th Feb.	S'pore, Pang, C'ho & B'bay
SARDINIA	6,684	18th Feb.	M'les, London & Antwerp
KASHMIR	9,963	21st Feb.	Marseilles & London
MALWA	10,941	7th Mar.	S'pore, Pang, C'ho & B'bay
SOUHAN	6,696	18th Mar.	M'les, London & Antwerp
KASHMIR	9,963	21st Mar.	Marseilles & London
SICILIA	6,813	31st Mar.	S'pore, Pang, C'ho & B'bay
MANTUA	10,902	4th Apr.	M'les, London & Antwerp
KARMALA	9,098	18th Apr.	S'pore, Pang, C'ho & B'bay
SARDINIA	6,684	28th Apr.	M'les, London & Antwerp

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
MALWA	10,941	15th Nov.	Shanghai, Moji & Kobe
GARDINIA	6,684	26th Nov.	Kobe
KARMALA	9,098	29th Nov.	Shanghai, Moji & Kobe
MANTUA	10,902	13th Dec.	Shanghai, Moji & Kobe
SOUHAN	6,696	24th Dec.	Shanghai, Moji & Kobe
KHIVA	9,135	27th Dec.	Shanghai, Moji & Kobe
MACEDONIA	11,089	10th Jan. 1925	Shanghai, Moji & Kobe
SICILIA	6,813	21st Jan.	Shanghai, Moji & Kobe
KALYAN	9,118	24th Jan.	Shanghai, Moji & Kobe
MOREA	10,911	7th Feb.	Shanghai, Moji & Kobe
SARDINIA	6,684	18th Feb.	Shanghai, Moji & Kobe
KASHMIR	9,963	21st Feb.	Shanghai, Moji & Kobe
MALWA	10,941	7th Mar.	Shanghai, Moji & Kobe
SOUHAN	6,696	18th Mar.	Shanghai, Moji & Kobe
KASHMIR	9,963	21st Mar.	Shanghai, Moji & Kobe
SICILIA	6,813	31st Mar.	Shanghai, Moji & Kobe
MANTUA	10,902	4th Apr.	Shanghai, Moji & Kobe
KARMALA	9,098	18th Apr.	Shanghai, Moji & Kobe
SARDINIA	6,684	28th Apr.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
Wireless on all steamers.
Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be
received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.
11, Des Vaux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
CARNARVONSHIRE	13th Nov.	GLEN ARRY	14th Nov.
GLENARVONSHIRE	27th Nov.	GLEN ARRY	14th Nov.
GLENARVONSHIRE	14th Dec.	GLEN ARRY	14th Nov.
GLENARVONSHIRE	25th Dec.	GLEN ARRY	14th Nov.

Movements are subject to change without notice.
For freight or further particulars please apply to—
JARDINE MATHESON & CO., LTD.
AGENTS
Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong	Leaves Hongkong
CHANGSHA	2nd Nov.	7th Nov.
TAIYUAN	15th Dec.	20th Dec.

This steamer is fitted with refrigerating machinery, ensuring
plentiful supply of ice, fresh provisions, etc. and has superior
accommodation with Electric Light throughout and Electric Fans in
the State-rooms. A duly qualified Doctor is carried. Reduced Fares.
Cargo booked through to all Australian, New Zealand and Tas-
manian ports.
For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Agents.
Telephone Central No. 36.

Yamashita Steamship & Mining Co., Ltd.Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON
S.S. "TAIKWA MARU" ... on or about 13th Oct.
FOR HAIPHONG via Hoihow & Pakhoi
S.S. "TAIKWA MARU" ... on or about 17th Oct.
FOR KEELUNG via Swatow & Amoy
S.S. "CHUKWA MARU" ... on or about 16th Oct.
For further particulars, please apply to—
Branch Office, MATARAI, AGENT.
No. 37, Bonham Strand, West. Tel. Central No. 155.
Top Floor, King's Building, Tel. Central No. 140 & 4457.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points
in U.S.A. and Canada.

Through passage rates to Europe via America U. 1405, G. 1420, U. 1440

SHIMIZUOKA MARU ... Tuesday, 4th Nov. at 11 a.m.

YOKOHAMA MARU ... Sunday, 23rd Nov. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KASHIMA MARU ... Wednesday, 5th Nov. at 11 a.m.

HAKONE MARU ... Wednesday, 19th Nov. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

MATSUMOTO MARU ... (Calls Hull) ... Friday 5th Dec.

LIVERPOOL via ADEN & MARSEILLES.

TAJIMA MARU (Calls Glasgow) ... Friday, 21st Nov.

SYDNEY & MELBOURNE via Manila & Ports.

MISHIMA MARU ... Saturday, 22nd Nov. at 11 a.m.

TANGO MARU ... Wednesday, 17th Dec. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Thursday, 4th Dec.

BUENOS AIRES via Singapore, Durban & Cape Town.

AWA MARU ... (Calls Port E. & Delagoa B) Friday, 7th Nov.

BOMBAY via Singapore & Colombo.

CEYLON MARU ... Monday, 10th Nov.

TOHA MARU ... Friday, 28th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 13th Nov.

SHANGHAI, KOBE & YOKOHAMA.

FUSHIMI MARU ... Tuesday, 4th Nov.

THAMES MARU ... Wednesday, 5th Nov.

YAMAGATA MARU (direct Moji) ... Thursday, 6th Nov.

HAKOZAKI MARU ... Tuesday, 18th Nov.

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.NIPPON YUSEN KAISHA.
Y. YAMAMOTO, Manager.**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACE CASTLE" ... Sails about 12th Nov.
S.S. "ECREMONT CASTLE" ... Sails about 9th Dec.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (Fiume).TAKING CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.**£66.****NEXT SAILINGS.**

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "NIPPON" ... Sails about 22nd Nov.

S.S. "ROSANDRA" ... Sails about 2nd Dec.

S.S. "NUMIDIA" ... Sails about 22nd Dec.

S.S. "VENEZIA" ... Sails about 1st Jan. 1925

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 6th Nov.

S.S. "DUCHESSA D'ASTA" ... Sails about 8th Dec.

S.S. "NIPPON" ... Sails about 2nd Jan. 1925.

S.S. "ROSANDRA" ... Sails about 7th Jan.

S.S. "NUMIDIA" ... Sails about 2nd Feb.

S.S. "VENEZIA" ... Sails about 7th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMZUMBI" ... Sails about 1st Dec.

S.S. "UMTALI" ... Sails about 31st Dec.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.
Agents.
Telephone Central 1030.

ELLERMAN & BUCKNALL

STEAMSHIP
COMPANY, LTD.Projected Sailings from Hongkong
Subject to alteration.

City of Glasgow 5th Nov. M'les, L'don, R'dam, H'burg & Antwerp

PASSENGER SERVICE.

City of Karachi 26th Nov. Shanghai & Japan

City of Lahore 4th Dec. Marseilles, London, etc.

City of Karachi 29th Jan. Marseilles, London, etc.

City of Baroda 4th Mar. Marseilles, London, etc.

Trafford Hall 11th Apr. Marseilles, London, etc.

A Class. B Class.

FARES TO LONDON.

Single 1st Class A £98, B £84. Single 2nd Class A £62, B £50.

Cargo Steamers Saloon Passage £68

For further particulars apply to
HOLYOAK, MASSEY & CO., LTD.
CANTONTHE BANK LINE, LTD.
Tel. Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
STRAITS & Calcutta.....	Laisang	Tues. 4th Nov. at 3 p.m.
TIENSIN.....	Chipsing	Wed. 5th Nov. at noon.
STAO via S'tow & S'hai	Waishang	Thurs. 6th Nov. at 7 a.m.
KOBE via Moji.....	Namsang	Sat. 8th Nov. at 7 a.m.
MANILA.....	Yunsang	Sat. 8th Nov. at 11 a.m.
SANDAKAN.....	Hinsang	Sat. 8th Nov. at 3 p.m.
SHANGHAI via Swatow	Tungshing	Sun. 9th Nov. at 7 a.m.
HAIPHONG via Hoihow	Lecang	Sun. 9th Nov. at 10 a.m.
BANGKOK via Swatow.....	Hopsang	Mon. 10th Nov. at 10 a.m.
STAO via S'tow & S'hai	Yatshing	Wed. 12th Nov. at 7 a.m.
MANILA via Amoy.....	Sulsang	Sat. 15th Nov. at 3 p.m.
HAIPHONG via Hoihow	Mingsang	Sun. 16th Nov. at 10 a.m.
STRAITS & Calcutta.....	Fooksang	Mon. 17th Nov. at 3 p.m.
STRAITS & Calcutta.....	Kutsang	Mon. 24th Nov. at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta,
Penang and Singapore; Returning from Calcutta steamers
proceed via Straits and Hongkong to Japan occasionally
calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted
with Electric Light & Fans & carry a fully qualified Surgeon.
Shanghai Line—Sailings approximately every three days between
Canton & Shanghai, sometimes calling at Swatow. Through
tickets can be obtained and through Bills of Lading are issued
all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by
vessels with good passenger accommodation, sailings from
both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and
cargo, calling at Hoihow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two
5,000 ton steamers, "HINSANG" & "MAUSANG" both
steamers having excellent passenger accommodation. Cargo
taken on through Bills of Lading for Kudat, Jesselton,
Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November
between Hongkong & Tientsin occasionally calling at Wei-
haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong
& Bangkok, via Swatow, by five steamers fitted with up-to-
date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Tuesday
4th Nov. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT
SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.HONGKONG & SOUTH CHINA COAST PORTS SERVICE
Regular Service of Fast, High Class Coast Steamers having
good accommodation for First Class Passengers. Electric Light and
Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Halting ...	Ellis Walker	TUES. 4th Prox. at 1 p.m.
Halting ...	A. H. Stewart	FRI. 7th Prox. at 1 p.m.
Halting ...	W. C. Pasmore	TUES. 11th Prox. at 5 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow
(Pagoda Anchorage) and Return, by the same steamer, by the
"Halting", "Halting" & "Halting" at the Reduced Rate of \$80.00
including Meals while the steamer is in Port.

Agents—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Charter Road.

KONINKLYKE PAKETVAART**MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 6th Nov.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths,
English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE TO SINGAPORE \$1

